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NOVEMBER 19, 1949

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RAILWAY AGE

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PASSENGER PROGRESS ISSUE

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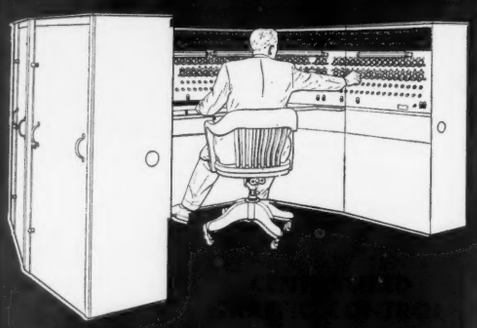

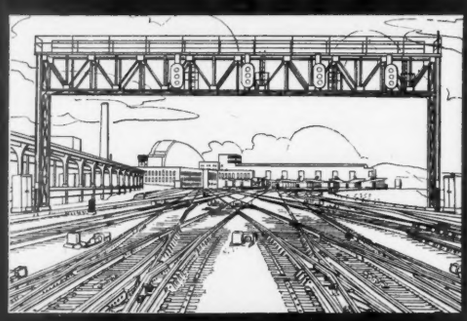

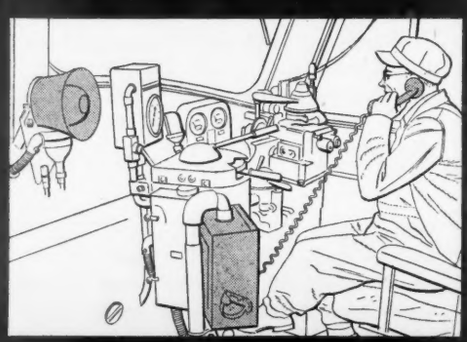

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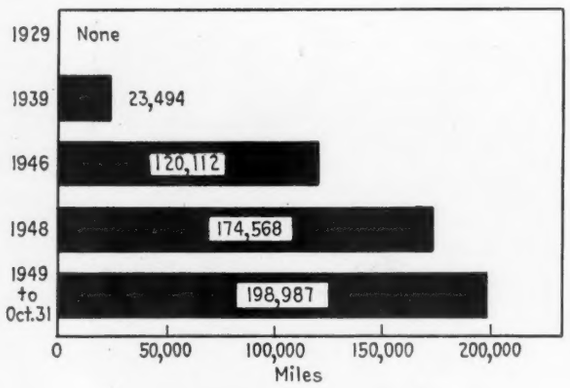
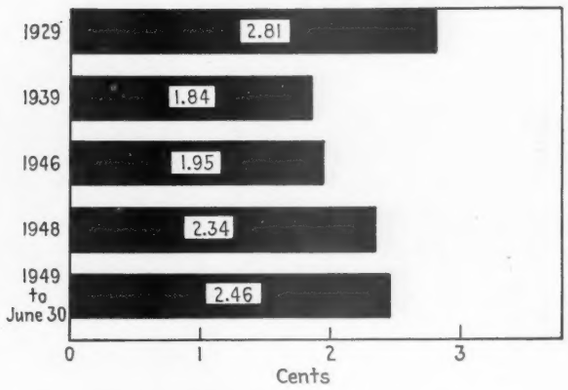
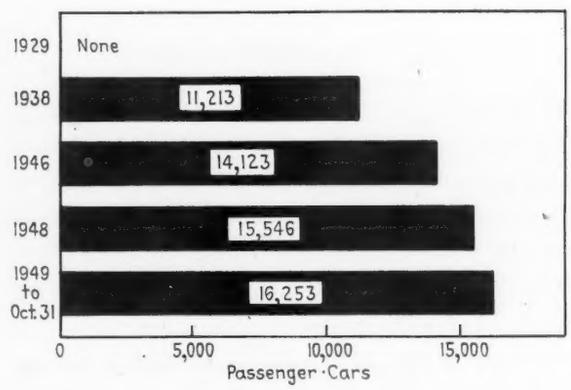
PASSENGER PROGRESS AT A GLANCE



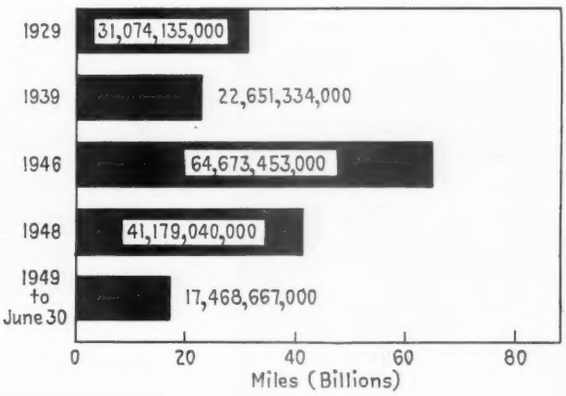
Average total daily mileage of streamlined trains



Average revenue per passenger-mile (cents)

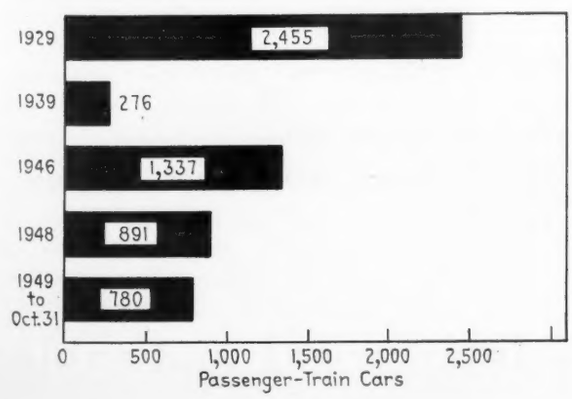


Number of air-conditioned passenger-train cars in service

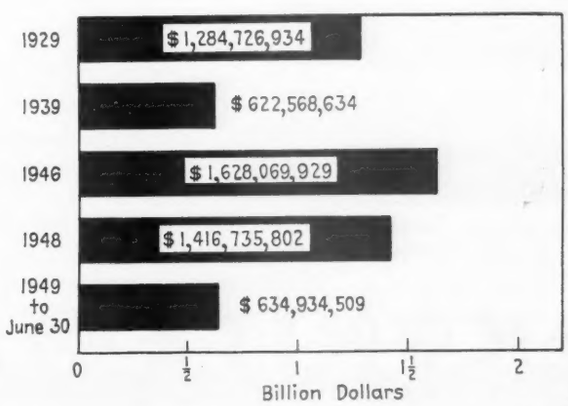


Revenue passenger-miles (billions)

1939 figures not available



Number of passenger-train cars built for domestic use



Total passenger-service revenues, including mail, express, etc.

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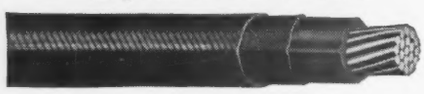

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Passenger Business Is Pretty Good, and It Can Be Made Better

With this year's quota of big-industry strikes probably settled or nearly so, the unreasoning gloom about the traffic outlook—including passenger traffic—should begin to clear away. When business is tending downward there are too many people who get to thinking that it is never again going any other way—just as, when things are looking up, the same people consider that condition to be permanent too. Actual facts seldom if ever conform to such extremes of opinion.

For one thing, passenger business is not bad. Compared to prewar it is very good indeed. Certainly the railroads could not have expected to be carrying the same number of soldiers and war-workers in 1949 that they did in 1944; or that as large a piece of the travel dollar would come their way when automobiles were plentiful as when no automobiles were being built. Against these negative factors, a rapidly increasing population and a greatly expanded travel market are operating in the railroads' favor.

It is true that air travel has increased in a period when railroad travel has been declining—but fares for air travel have not been raised; instead, by the introduction of so-called "coach" and other bargain rates, the average charge for flying has been reduced. The air lines and bus lines do not continue to operate unremunerative schedules, as the railroads are forced to do—a fact which justifies and explains the railroads' rate increases, but does not prevent such increases from diverting traffic to agencies which have been able to keep their fares down. Most if not all the traffic loss the railroads have suffered to *common carriers* (not private automobiles) is explicable by the less favorable differential which has developed in railroad fares. This is just another way of saying that there is nothing *intrinsic* in the railroads' passenger position which has deteriorated. The railroads are suffering from arbitrary discrimination which has been applied politically and is politically removable.

Penetrating the Fog of Opinion

Henry F. McCarthy, the New Haven's traffic vice-president, has written an article, appearing on page 144 herein, which penetrates the confusing fog of opinion on this important subject, and lays hold of the basic facts. Because of his experience and his analytical realism—as well as because he has the distinction of heading a large passenger operation which is "in the black" or mighty close to it, even by the Interstate Commerce Commission's arbitrary cost-assignment practices—what Mr. McCarthy has to say is bound to be instructive. He does not believe that national or regional figures are significant—every railroad should analyze its passenger problem in the light of its own surroundings, which may be radically different from those of, even, its closest neighbor. After frankly abandoning "hopeless situa-

ations," he believes that realistic pricing and scientific scheduling in places where potential volume exists should produce the desired results.

Among the many confusing currents bearing upon the status of the passenger business, none is more anomalous than the contribution of the regulatory authorities. If the railroads could abandon unprofitable schedules the way, for instance, the bus lines do, the passenger "deficit" (as computed by the I.C.C.) would be largely eliminated—but try and get the state regulatory authorities to help with that one! Or, if the Interstate Commerce Commission would act with vigor to allow the railroads reasonable rates for carrying mail, the "head-end" traffic would pay its way—further reducing the "deficit" or actually converting it into a profit.

Government-Produced Deficits

As President William White of the Lackawanna said at Hoboken on November 9, at the christening ceremonies for his road's new "Phoebe Snow": "The greater part of the passenger deficit is brought about by government policy and government subsidized competition." Under these circumstances it is difficult to see how there can be any other realistic program toward passenger traffic except—

A. Raising continuous educational hell about such inept government policies as (1) deceptive allocation of joint costs, (2) sluggardly dealing with head-end rates, and (3) insistence upon the retention of hopelessly unremunerative services; and meantime—

B. Providing attractively equipped service—scientifically scheduled and priced—wherever the traffic potential encourages the belief that the service can be made remunerative.

The criticism is frequently made of military men that they are always doing their planning to fight, not their next war, but their last one. Nothing is more difficult than to persuade large institutions, especially those of government, to do their thinking in terms of present conditions rather than those of the past. Nowhere is this institutional anachronism so striking as in the regulation of railroad rates and railroad service.

Suppose there were today no price or service regulation of any business, but that the government had just decided to apply such regulation wherever, for reasons of limited competitive activity, the public interest might require such policing. If the railroads were looked upon entirely in the light of conditions as they exist today instead of in their former "monopoly" guise, no government officer in his right mind could possibly conclude that any regulation whatever is needed, or could be justified in the public interest, for such a highly competitive business as transportation. With the electric utilities, monopoly is still, regionally, complete and the suppliers are permitted to keep it that way by making contract rates to large users. Here the reasonableness of some degree of regulation would probably not be questioned. But why regulate the rates and service of passenger and freight transportation by rail, say, between New York and Washington or between St. Louis and Chicago, where there are available competing for-hire services by rail, by air, by highway, and (for freight traffic) by water; and where the customer can readily provide his own transportation if he does not like that offered by public carriers?

Actually the competitive choice open to most prospective purchasers of transportation service is far wider today than that of the prospective purchaser of an automobile, or of a carload of one of the basic metals, or of a box of soda crackers. There is nothing about the situation of passenger traffic on the railroads that should keep it from being a profitable business, except *continuing to treat it according to conditions which prevailed in 1910 instead of in accordance with the vastly changed conditions of 1949.* Thinking in terms of ancient history is, unfortunately, not a disease to which only bureaucrats are susceptible—everyone regularly exposed to bureaucratic procedures needs a frequent antidote in the form of observation of the practices of highly competitive, price-wise, merchandising-minded businesses. In the absence of such an antidote, the poisonous habit of thinking in terms of history instead of present-day actuality is a highly contagious disease—and a fatal one too, in an era of intensive competition.

When railroad passenger service is as well equipped, as realistically priced, and as scientifically scheduled as alert railroad managements are progressively proceeding to make it, any failure at perfection will more and more clearly become the sole responsibility of the regulatory authorities. No argument the railroads can use to correct their regulatory handicaps could be more persuasive than, first, to make the service as attractive and remunerative as possible, doing everything they can within the range of present limitations. A fellow in confinement and wanting to get turned loose has to give a pretty dramatic and convincing showing of the good things he will do when liberated, if he expects to get people to clamor for his release.

THE I.C.C. FORMULA

When a cost-finder wants to determine how large revenues should be to bear their full proportionate share of all "overhead" and joint costs, some such formula as the Interstate Commerce Commission uses in assigning costs to passenger service is justified. But to apply this formula to an obvious by-product

—which passenger service must inevitably be for most railroads—is a manifest absurdity. Shippers who contend that "passenger losses" are burdening them in their freight charges are being misled—and so are the regulators who are attempting to use this argument to excuse themselves from years of failure to provide a remunerative level of freight rates.

The fact is that, in 1948, passenger service covered its direct assigned costs of operation and, in addition, threw in some $100 million to help pay for joint passenger-freight expenses—a large portion of which would have to be paid out whether passenger trains were run or not. This actual fact is a long way from the alleged "deficit" of $560 million which the I.C.C. has attributed to 1948 passenger operations. The $560 million represents an ideal figure—indicating how much more passenger service should contribute to net earnings if it could be made to do so. Since, for most railroads, that ideal is unattainable, attention should be centered on the contribution of $100 million to joint expenses which passenger operations did earn, with the objective of increasing it. In 1947 passenger service earned almost $168 million above and beyond direct costs. The dollars paid by passengers are just as good as those paid by shippers and are legal tender for fuel and ballast bills. Why then should the shadow of a formula be permitted to taint them, so that consciously or not, some people on the railroads come to think of them as less desirable than the dollars collected on a freight bill?

Nobody in the freight department expects the movement of every item of freight traffic between all points to show a net after full costs are charged against it. If such "loss items" of traffic were discouraged the railroads would shortly be out of business. Yet there are people in railroad and freight shipping circles that would have passenger service so appraised and disposed of.

Passenger service, on most roads, is a by-product. Railroads do not and cannot hope to make all items they turn out compensatory on a full cost basis, any more than do the packing houses—which are said to "use everything of the pig but the squeal." The exceptional road—like the New Haven, with passenger revenues (exclusive of head-end traffic) comprising 36 per cent of combined freight and passenger receipts—has to make passenger service pay because it is a major item of nourishment and because it requires special facilities—like additional tracks and signals. But here, intensive traffic and managerial response to the absolute necessity of getting nourishment from carrying passengers have their results. It is significant that the New Haven was the only one of the 27 largest roads in the country in 1948 to enjoy a passenger service operating ratio (on a basis of full allocated cost) below 100.

The argument against indiscriminate application of the I.C.C. cost formula does not go so far as to belittle it for comparative purposes. The all-time record passenger "deficit" suffered in 1948 and the expressed reluctance of freight shippers to subsidize passenger movement must be matters for concern. The break-even point in passenger-train operation has become dangerously high, and the railroads are doing all they can to take off trains that have been deserted by the public. It still remains a fact that individual trains earn money and individual trains lose it, and the carriers should not and will not throw out the baby with the bathwater in an hysterical and indiscriminate withdrawal from the passenger business.

The prime question with regard to passenger service is: Would abandoning it reduce total expenses more than it would total earnings? On most lines, the answer would be "no." The problem then resolves itself into getting the largest possible revenues from passenger service without increasing the expense of rendering that service to the point where it fails to contribute support to the common plant.

RAILROAD SHOW WINDOW

It is an old "sandhouse" argument whether or not the good will obtained from the provision of luxury passenger service has any important effect on the proffer of freight traffic. *Railway Age* posed that question to 57 Class I roads, and received replies from 53. Thirty-seven replied in the affirmative, more than half of them volunteering amplification of that opinion. Fourteen had no comment to make, and one replied "maybe," but added the opinion that delays occasioned to freight trains by passenger operations probably made the latter more a deterrent than an asset to freight solicitation. Still another road expressed the opinion that, while good passenger service for businessmen and their families was, traditionally, held advantageous for freight traffic, with the loss of much first-class travel to the air lines, there was no longer so strong a case for the belief.

The case for passenger service as bait for freight can be stated also from the negative side. It is perfectly obvious that conspicuously *poor* passenger service can be the reason for loss of freight. One general traffic manager stated that, before his road introduced two fine streamliners, he used to hope that big shippers "would keep their persons off our railroad and just keep their goods on it."

Because of the intangibles involved, the actual value of passenger service to the freight department can never be determined with certainty. But analysis of the facts seems to point to the conclusion that modern passenger service, commensurate with the needs of the travel market, must be some asset to the freight solicitor, and, as well, a definite aid to the industrial agent who is trying to locate new shippers along his line.

Central of Georgia
"NANCY HANKS II"

THE PARADE OF

1933 REVISITED—

I can interpret the reports of individuals, committees and commissions, from all parts of the country, during recent months in no other way than to mean that an almost paralyzing pessimism has settled over most of railroad passenger management. *It is 1933 revisited.*

My assignment from the editors of *Railway Age* is to air the facts; balance the factors; and make a deliberate effort to stimulate discussion of controversial ideas, with the ultimate aim of getting the right answers. The historical background is well known — the onslaught of competition in the Twenties; the decreases aggravated by the general economic collapse in the early Thirties; masculinity in railway passenger traffic policies emerging in the late Thirties; the lush years of the war; and the inevitable postwar downtrend.

It would not be amiss to describe the postwar years as "chaotic." A skyrocketing cost structure and continual economic changes have removed all benchmarks or frames-of-reference for railway passenger managers. Most individuals cannot absorb a rapid series of revolutionary changes in external events without going through a shock, or "funk," period. It is 1933 all over again. But, for resourceful passenger management, *it is 1934 over again, too.*

It is not surprising that, in making a multiplicity of decisions and in taking action in so many directions — with the best of intentions — management has made some mistakes. Response, especially from that part of the organization which is not directly involved in determining top policy, too often is of a defeatist and pessimistic nature, which seems to characterize the present time just as much as it characterized the early Thirties. Pessimism, defeatism and shock — in most cases — spread downward from the top. At present it appears that this downward spread of "down in the mouth" results from over-generalizations — such, for example, as aggregate losses. The "rank-and-file" — the workers on specific smaller problems — reflect this generalized pessimism in that they are distracted from their immediate problems — the solution of all of which would dispose of the whole predicament.

Railway Age is fortunate to be able to set forth these cogent views on the passenger business by the New Haven's top traffic executive, written in a manner designed to be provocative as well as informative.

In 1948 passenger revenues on his road were 36 per cent of the total operating revenues; hence, conditions which other lines may tolerate, because they affect only a fraction of their revenues, *must* be grappled with by the New Haven. A long list of customer-promoting schemes — like husking-bee excursions, theater trains and the like — stand as evidence at one end of this campaign; a general speeding up of schedules and a thoroughgoing application of rigorous schedule research stand at the other.

A substantial part of the author's career has been in passenger traffic posts, and his keen interest in that facet of railroading has not diminished a particle since he was assigned to the direction of all traffic matters on the New Haven early this year.

Pessimism from Misunderstanding

The job of railway management is to analyze economic factors objectively; to keep the analyses up-to-date; and to make a series of decisions in the light of the facts, changing methods and policies as new facts emerge. It is also the job of railway management to remove lack of understanding — and thereby the pessimism — among such rank-and-file staff as schedule technicians, sales force, and research workers. Fundamentally, what must be overcome is man's resistance to change as well as man's disinclination to change habits of thought or activity. At their best, railroads produce perfect transport by the perfection of their routines. Railroad men, therefore, dislike and resist any interruption of routine.

We don't have to look very far back to discover that one of management's important jobs during the war years was to change habits and routines to handle satisfactorily the war-caused surge of travel that came upon the railways. So, too, in facing the postwar realities, as well as the postwar inflated cost structure, we have present evidence that much railway pas-

THE STREAMLINERS

Chicago, Rock Island & Pacific
"ROCKY MOUNTAIN ROCKET"

on a higher plateau

By HENRY F. McCARTHY
Vice-President—Traffic
New York, New Haven & Hartford

senger thinking is conditioned and limited by war-caused prosperity.

In appraising passenger problems of the 1950's, discussion on a national or regional basis will, for the most part, be unproductive. The attack on the problem of railway management should be confined to a particular line or system, and one problem solved at a time.

First fact for the 1950's is that, on many lines and on many railroad systems, the volume of passenger traffic is much higher than during the immediate pre-war years. So, too, is the revenue. Unfortunately, on many systems, cost increases have outstripped increases in revenues. Not in *all* cases. Increased population, increased real earnings of families and increased leisure time are all factors that lead to a larger passenger travel market. Families don't discuss, "What shall we do Sunday?" They talk about, "Where shall we go this week-end?" The job of railway management is to exploit that larger market and to secure profits in areas where conditions are favorable.

Even after resourceful exploitation, there are many lines of railroad which will not support passenger service in the light of the present cost structure. These decisions must be faced in a realistic manner, with avoidance of blind and over-generalized pessimism. The curtailment of one round-trip run should not lead the rank-and-file to conclude that *all* the round-trips are doomed.

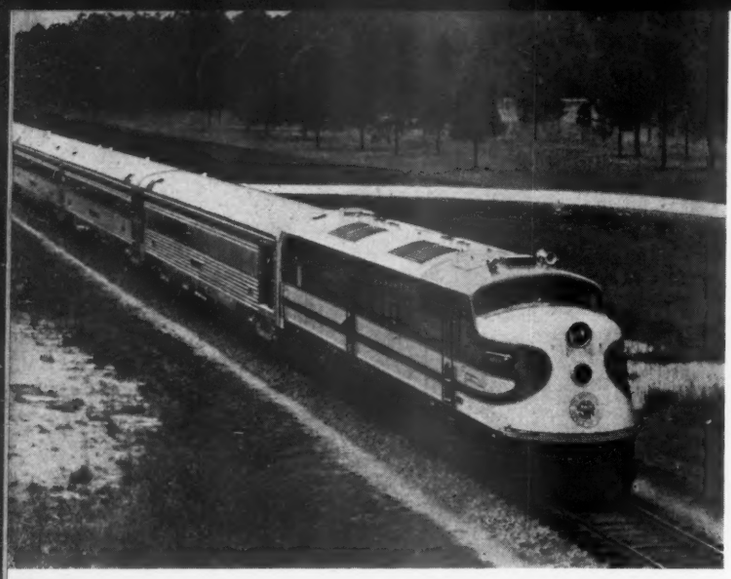
On the other side, there can be no temporizing with hopeless situations. In these cases, the curtailment activity should be pursued resourcefully and relentlessly, using every tool of salesmanship available to prove to the communities and the public — as well as the politicians — that curtailment is justified. Such a program is educational — and so, too, is salesmanship. There is a wide-open field for new endeavor in this important, even if unwelcome, activity.

The mass transportation of passengers by rail between centrally located stations faces stern competition from the common carrier bus and air line, both of which have similar basic characteristics varying in speed, price and terminal convenience. The major competitor — the private automobile — provides transportation which differs tremendously in character, but which fits into the majority of travel habits of our society *to a much greater degree*. The common carriers have a "resultant" market to exploit. The "resultant" market may be defined as consisting of those individuals who, for one reason or another, actively reject the tool of transportation which is at their immediate disposal — the car in the garage.

So far as the railroads are concerned, they must design schedules, provide equipment and service, and price their transportation in such a way as to enlarge the number of rejections of use of the private automobile, and, in addition, to overcome those advantages which, admittedly, are possessed by their common carrier competitors. If it is believed that all common carriers can count on profits solely from exploiting the market provided by expense-account travel, plus the lame, halt, blind and those too poor to enjoy the use of a private automobile, then we are *all* sunk. The railroads must find ways and means to enlarge the number of rejections of use of the private automobile — and so, too, must our common carrier competitors.

Role of Modern Equipment

This issue of *Railway Age* contains descriptions of modern passenger equipment which has been installed during the past year. For my purpose, it is sufficient



Southern
Pennsylvania
"THE SOUTHERNER"

to point out that during the past two years the passenger fleet of American railroads has been bettered dramatically — especially on those lines and in areas where the passenger market is most favorable. Equipment is one of the tools of selling. If anything, I believe the provision of this improved equipment is a demonstration of over-optimism by the railroads, rather than over-pessimism. There is, perhaps, basis for the opinion that, in some instances, they went too far, too fast.

We now have another new tool at our disposal in the hydraulic-drive Diesel rail car which is now being demonstrated all over the country. [The Budd RDC-1, described in *Railway Age* of September 17.] It is a new tool, and it is the job of passenger management to take every resourceful step to discover whether it can be a beneficial tool.

The rapidly changing cost structure and the even more rapidly changing economy of the United States will lead inevitably to a need for a flexible and, certainly, complex passenger fare, or pricing, structure. Here again we bump into human resistance to change and the desire for simplicity, uniformity and ease of understanding, even at the expense of sound selling. Shouts of "complex tariffs," "inability of the public to understand our bases," and "contradictions" arise whenever an increasingly varied passenger fare structure attempts to reflect different costs and different sales appeals. Such shouts never deterred drug stores from running one-cent sales or the seller from dickering on the used-car lot.

Before the war, it was conventional to run Sunday excursions at greatly reduced rates. With the advent of the five-day week and overtime for week-end work, the high cost of equipment, and other postwar changes in railroad working rules and wage rates, it may well be that the time-honored Sunday excursion can no longer be operated at a profit. Some roads will make increasing use of lay-over idle equipment, although other railroads will not be able to tool themselves up with sufficient equipment to handle normal week-end peaks, as well as reduced fare excursion patronage. In general, however, the passenger fare structure of the 1950's will, in my opinion, become more and more complex, and there will be a greater variety of special one-way and round-trip fare merchandising in order to tap the various segments of the passenger market and shape fares to the various types of schedule fabrics which will emerge.

As a follow-up of discussion of the pricing structure and before commenting upon the scheduling tool possessed by passenger traffic management, I may interpolate my suspicion that one of the reasons for widespread pessimism and "funk" in passenger circles is the interpretation and use made of the Interstate Commerce Commission's so-called "passenger service formula." The huge and mounting loss from passenger service operations which this shows has been conspicuous for many months. Shippers drummed upon it in the recent freight rate case. The I.C.C. has driven home the point. The formula is there, and it points out a huge loss. In general, passenger men don't believe it, resent it, and are likely to become paralyzed in the face of it.

What of the Formula?

Although I have always had a lurking suspicion that the formula is not entirely sound, I must confess that I have not disproved its accuracy. I do, however, question its *universal* application. I question its use in specific cases. Except on straight statistical apportionment methods, we have not yet separated for individual trains the portion of the loss which is incurred as a result of passenger carrying and that resulting from head-end carryings. This we do know; and it has already been proved before the commission: The railroads are grossly underpaid for the transportation of mail. As for the express traffic, I have yet to discover a passenger man who does not believe that his railroad would be better off if it did not attempt to provide such a service. They all seem to agree that express service as we now know it is an outmoded transport technique.

In my opinion, the great trouble with the I.C.C. passenger service formula is in its application to specific situations, where the criterion instead should be whether or not the railroad's *net revenue* would be bettered or impaired as a result of a certain decision on scheduling, pricing, provision of equipment or curtailment or addition of passenger-miles. This is the area for activity and application in passenger *management*. A different yardstick than the I.C.C. formula is needed.

New York, New Haven & Hartford
"YANKEE CLIPPER"

The application of the passenger service and the freight service formulas has considerable — if not complete — validity, however, in rate cases, under the present rules of the game. The Transportation Act and its administration by the various federal and state regulatory bodies, especially in the field of rates, certainly justifies the application of an accurate formula for the apportionment of expenses to the various services.

Plea for De-Regulation

I wish to point out forcefully my belief that present transportation legislation — especially in the field of rates — as well as its administration, is *completely obsolete* in the light of our lost monopoly and the savage competition of the present. If, as many sound thinkers believe, the railroads were to be de-regulated and given complete freedom of pricing along with our competitors, we would set up an entirely different yardstick of determining passenger profitability or loss. Right now, we should not let any *single* formula overcome common commercial sense, even though present regulation certainly does violate realism.

As we go through different phases in the economic cycle and as changes occur in major railroad problems, there is a changing emphasis upon the facts. In a tortured effort to keep income moderately well up to the postwar cost structure, emphasis is inevitably placed upon the huge passenger loss — and in consequence, the need for increased revenues or curtailment of passenger costs, or both. It is the job of railway passenger management to shift attention from the overall loss, to plan a course of action — a series of steps — which will improve net revenue.

This type of activity cannot be pursued with too broad a brush. The problem will not be solved by the discovery of a single new tool or application of a single method. *The job cannot be done in one fell swoop.* The application of all our tools — pricing, equipment, scheduling and selling — must be particularized and individualized to specific lines and to specific problems. Curtailment of a hopeless operation is one of a series of hopes — not a signal of complete disaster.

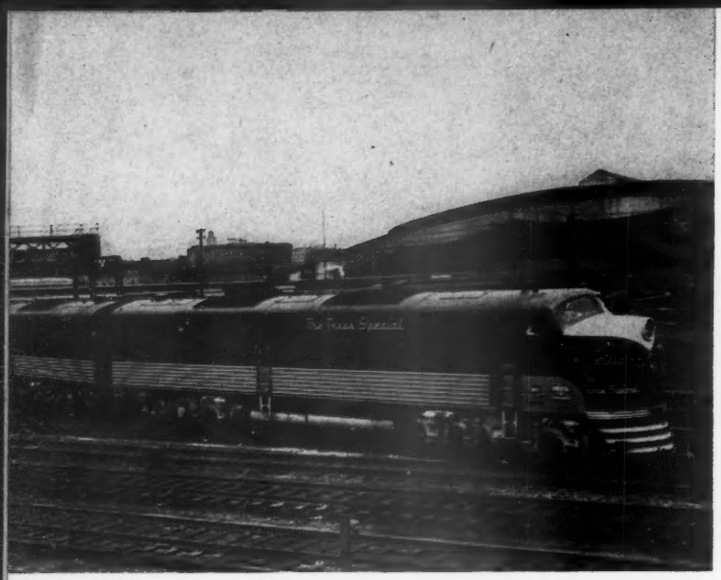
One important tool of passenger traffic management has not been sufficiently emphasized. With our present high cost structure, the tool of scheduling and the understanding of its basic principles must be intensified. The application of the Rice-Gallagher method [described in the 1948 *Railway Age* Passenger Progress Number] is a step in this direction. Each railroad, however, must discover its own application of such methods.

Importance of Scheduling

Over the years, trial-and-error scheduling has gradually built up a fabric of schedules which resemble those theoretically achieved by application of the Rice-Gallagher yardsticks. There are, however, too many unprofitable exceptions. Head-end considerations have often resulted in compromises which are extremely costly. In the admittedly severe economic conditions which will be faced by the railroads in the 1950's, especially as a result of a very high cost structure, more precise schedule determinations must be made, *and a minimum of schedules operated at high speeds installed between points where the passenger potential exists,* if passenger management is properly to do its job of contributing to railway net revenue. The naked test should be whether or not the railroad would be better or worse off from a net revenue standpoint with or without a certain trip or an entire fabric of schedules.

I have deliberately refrained from discussing selling, employee attitude, employee courtesy, public relations or advertising. These are, of course, vitally important areas for railway passenger management. But my "assignment" did not call for elaboration on these phases of the business. I should like to make one comment, nevertheless. Unless the railroads advance beyond their lagging position in these fields, no passenger management activity will get across to the public. We must reach *individuals* with our "What's and Why's." A million and a quarter railroad men must get their message across to 145 million men, women and children in this country; that's fewer than 120 visits a man.

We are revisiting 1933; shock and gloom pervade rail passenger thinking. A dose of realism is prescribed. Acceptance of change is also prescribed. As in the Thirties, the stern test of survival of individuals is going on, and a search for those who can calmly set about using the tools at their disposal is in process.



Missouri-Kansas-Texas
St. Louis-San Francisco
"THE TEXAS SPECIAL"

THE PARADE OF

Frustration in Time of Plenty

Current pessimism unwarranted by traffic or revenue levels, big new equipment deliveries, actual service betterments, and future markets

Is the railroads' passenger business going to blazes, like some people say it is? Admittedly, passenger departments face problems of a new character and of greater magnitude than for many years. And the future looks far from smooth. Yet, before the crepe is ordered, perhaps it would be in order to find out where the railroads stand with respect to two basic "yardsticks" of business—patronage and revenues. Table I tells the story (page 152).

Revenue passenger-miles on the railroads in the first half of this year were 68 per cent higher than in the corresponding half of 1939—a "normal" prewar year. They were 150 per cent higher than in 1933, the year preceding the birth of the streamliners, when, despite the fact that the country was in a deep depression, the railroads somehow managed to find the cash or credit—and the courage—to buy and install revolutionary new trains and to upgrade their rights-of-way and signal systems so as to be able to run them at a new high level of speed.

Business was 17 per cent better than in 1929—a flush year of prosperity, when bus competition was puny, plane rivalry yet unborn and the private automobile restricted largely to short hauls. In passenger revenues, the first half of 1949 shows up still better, being 117 per cent higher than 1939; 187 per cent higher than 1933; and just slightly under 1929, when the basic fare was 3.6 cents a mile for coach travel, plus a surcharge for Pullman.

Despite the fact that fares have been raised much less above the prewar level than have freight rates, passenger revenues do not, on the whole, exhibit a worse relationship to prewar levels than do freight revenues. Using average revenues for the corresponding months in 1935-39 as 100, passenger and freight revenues for the first eight months of 1949 produce the following index numbers:

	Passenger Revenues	Freight Revenues
January	232.8	228.9
February	213.0	230.6
March	193.0	229.5
April	202.6	238.7
May	193.7	237.1
June	227.4	230.7
July	235.7	216.6
August	224.4	225.8

And, while passenger revenues in the first half of 1949 were off 5.0 per cent from 1948, freight revenues were off 5.2 per cent, and "other revenue" down 4.5 per cent.

"A Face at Every Window"

The railroads are also doing a lot better in filling their revenue space than they used to. In 1949 thus far, there were an average of 90.2 passenger-miles for each train-mile run—which is 68 per cent better than the roads did in the first half of 1939 and 126 per cent better than in 1933. Occupancy per car was 38 per cent better than in 1939; 93 per cent above 1933 and 44 per cent better than in high-traffic 1929.

Yet, as Vice-President McCarthy of the New Haven observes in the article preceding, there exists considerable pessimism regarding the railroads' passenger business. Some quarters of the industry are urging wholesale curtailment of services and shelving of long-planned improvements. Some railroad officers who have to deal with shippers with regard to freight rates are inclined to show embarrassment at anything having to do with spending money on passenger service.

Is this attitude justified? The answer must take into account many complicated factors. To mention but a

Chicago & North Western
"TWIN CITIES 400"

few: Passenger deficit figures are derived from a formula which allocates joint passenger-freight costs rather arbitrarily. As another article in this issue points out, there is not a particle of evidence that, if the railroads went out of the passenger business entirely, they would automatically save the amount of the "deficit." But there *is* reason to believe that freight traffic would be burdened to a much greater extent with the cost of maintaining fixed properties.

It is the branch line, suburban and secondary passenger trains that lose the money—not the popular, well-equipped streamliners. Also, more than two-thirds of the passenger-service deficit in 1948 was derived from the "head-end business," of which express and parcel post, respectively, lie entirely in the domain of carriage of property—not passengers. Indeed, if you want to explore the ramifications of applying the cost formula to passenger service you can, on many roads, find indications that the passengers subsidize the mail and express, and conclude that they actually help pay for the movement of freight on some railroads.

Cutting Costs

The railroads are struggling mightily to cut down the passenger deficit—whatever the defects of the Interstate Commerce Commission formula as a universal measure of railroad profit or loss. Out-of-pocket passenger-train costs alone show alarming increases, in relation to revenues, with "break-even" points at new high levels. To cut their losses from carrying the mails, the carriers are struggling with a government which, living in the topsy-turvy world of Alice in Wonderland, chooses to pay the air lines more for carrying a part of the mail than the Post Office collects therefor, but insists that the movement of surface mails be subsidized by the privately owned railroads. The railroads' Railway Express Agency has had to raise express rates to the point where many shipments have been diverted to less-than-cost parcel post, to be carried at a loss by the same railroads, often on the same trains.

Hopelessly unprofitable trains, which the public demonstrates it neither wants nor needs, are being withdrawn as fast as local communities and regulatory bodies can be educated in the facts of transportation competition. It is a significant indication of greater efficiency that, in the first half of 1949, the railroads produced 17 per cent *more* passenger-miles than in the same period of 1929, with 31 per cent *fewer* train-miles.

The fantastic operating ratios in the dining car service are being tackled by bold programs of technical improvement, better utilization of labor and modifications in service. Mechanization of ticket issuance and accounting is being pushed as rapidly as technology can cope with the intricacies of these operations. The further use of modern motive power, which requires less servicing time, makes it possible to increase constantly the utilization—and thereby cheapen the cost—of train-movers.

Every day, operating departments are finding new ways to capitalize on the flexibility of improved Diesel locomotives. They are using the same power for such diverse services as terminal switching, local freights and

PEOPLE IN THE COUNTRY AND SMALL TOWNS TRAVEL, TOO

Pathfinder, which advertises itself as "America's second largest news magazine," recently polled 1,000 of its family readers, most of whom live in the smaller cities and towns or in rural areas. The results show that railroads are missing a bet if they do not go after the small town travel market. The days of the "hick" and the provincial are over.

Pathfinder found that its readers plan to spend an average of three weeks on vacation, with an average number of three people in the party. Expected vacation expenditures range up to $5,000 a family.

Modes of travel they plan to use are as follows:

	Per Cent of Total Mentions
Automobile	55.5
Railroad	20.7
Bus	9.8
Steamship	6.7
Air	5.1
Other	.5
No mention	1.7
	100.0

More than one out of every four families who plan a vacation trip said they intend to visit the West coast; Florida was second choice; and New England, third.

Sightseeing was given as the basic reason for vacationing in a large majority of cases. This would seem to suggest that such features as wide, well-located and *clean* windows, dome cars, itinerary maps and loud-speakers announcing scenic attractions, could win more of these people to the rails.

Alaska Railroad
"THE AU-RO-RA"

medium-fast passenger service. At least one road is improving, as well as cutting the costs of, its suburban service by running commuter trains with fast main-line passenger Diesel units during their terminal layover periods. No longer do the railroads maintain large stables of "specialist" locomotives, which must be left idle until train-miles of suitable character can be found.

Facilities Better Than Ever

The trouble-free road operation of modern passenger cars and dependable schedule performance, plus modern progressive-type coach-servicing facilities at terminals, are making possible short turn-arounds undreamed of only a few years ago, resulting in protection of a road's passenger runs by a smaller fleet of much better equipment. Design of station buildings and track layouts is more and more taking account of cost reduction, as well as time saving. And cost-cutting in joint-service enterprises of the railroads—roadway, signaling and communication—must ultimately redound to the benefit of the passenger cost ratio.

Never before in their history were the railroads so well equipped, physically, to render optimum passenger service as they are today. With 292 sets of completely modern, named streamliners in service—of which 49 were installed new during the past 12 months—a sizable proportion of their main-line runs now come under the heading of "postwar, luxury trains." And this does not take into account the large fleets of new cars and locomotives on other passenger runs which, because of the intermixture of so-called conventional equipment in their consists, cannot be defined strictly as "streamliners."

From November 1, 1948, through October, 1949, passenger-train cars delivered to domestic railroads totaled 959, including 48 delivered by railroad shops. The number of passenger-train cars on order on November 1, 1949, was 1,089.

The public knows about and appreciates this new rolling stock better than it does other and equally important improvements made by the railroads. In a survey made last year by the Atlantic Monthly among a readership of higher-than-average education and income, in answer to the inquiry, "Do you know of any improvements any of the railroads have made since the war in their service or equipment?", 75 per cent of 900 replies said "yes." Of those answering "yes," a total of 87 per cent cited "improved rolling stock," including Diesel

Features like the dome car are helping the railroads capture a share of the unprecedented pleasure travel market in postwar America

Florida East Coast
Atlantic Coast Line
Nashville, Chattanooga & St. Louis
Louisville & Nashville
Chicago & Eastern Illinois
"DIXIE FLAGLER"

locomotives, while only 29 per cent mentioned improved handling of reservations and tickets, employee courtesy, schedules, etc.

The Level of Traffic

Late in 1945 a group of railroad passenger traffic officers from all parts of the country prepared a detailed prospectus of future business, in which they estimated that passenger-miles on the rails would decline from the record 95.6 billion of 1944 to about 40 billion in 1948. In 1948 the railroads actually produced 41 billion passenger-miles. For 1949 the passenger men predicted about 36 billion passenger-miles. From January through July, the railroads reached 20.6 billion, or 57 per cent of the estimated total for the year—and August, September and December are, customarily, "good" months in the seasonal cycle.

These 1945 estimates, which (unlike postwar surveys in most businesses) proved to be so accurate, careful and conservative, were obtained by assigning to the railroads a declining proportionate share of a declining total common carrier travel market, with the declines flattening out starting about 1950. These estimates were based on the belief, it is evident, that travel as a whole would decline somewhat with the passing of military movements and displacement of jobs and workers; that, with new automobiles, gasoline and tires available in quantity, aggregate common-carrier passenger-miles would decline still further; and, finally, that, with air lines and bus lines once again able to get fuel and new equipment, the railroads' proportion of the common carriers' share would decline further yet. This reckoning has proved to be correct.

But the same prospectus goes on to predict that, with peacetime levels of business established, the future should see a steady increase in travel, based on growth of population, decentralization of industry, higher personal incomes, longer and more widely distributed vacations and increased urge to "go places." And in this upward surge, it was confidently predicted, the railroads will share, if they provide the best service possible in their sphere.

Normally, between nine and ten per cent of total personal consumption expenditures are made for transportation. During the war, with restrictions on common carrier travel for pleasure and a poor supply of automobiles and gasoline, personal transportation expenditures fell as low as 4.9 per cent of the total. But the normal percentage has now been regained, and as personal incomes increase, transportation expenditures may be expected to follow suit. Vice-President J. H. Parmelee of the Association of American Railroads estimates that total intercity travel by Americans in 1948—including that by private auto—reached the extraordinary total of 375 billion passenger-miles, as follows:

By highway	321
By rail	41
By air	9
By water	4
Total	375

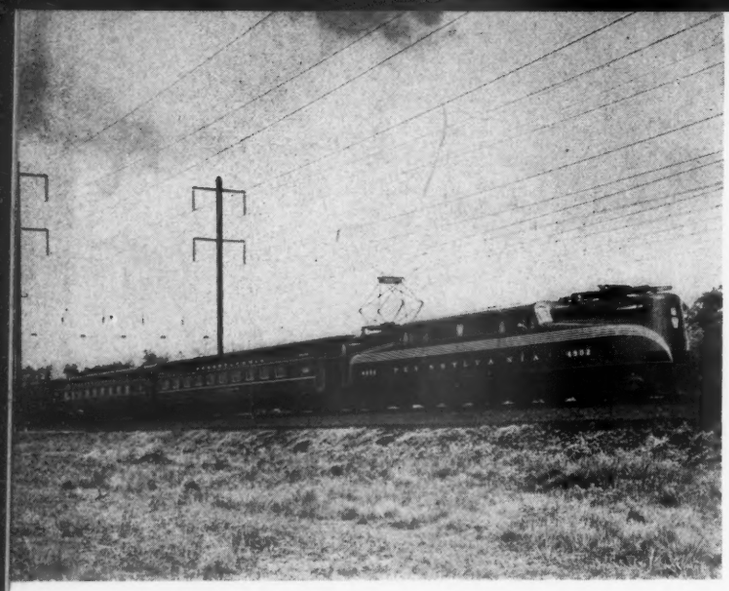
This total represents an annual average of 2,500 passenger-miles *per capita*. The common carrier share of this traffic was 72 billion passenger-miles, of which the railroads accounted for 41 billion. But these same railroads, in 1944, by themselves, handled 96 billion, which, as Dr. Parmelee suggests, "may appropriately be regarded as a potential, rather than as a wholly unattainable dream. . . . The problem is to stimulate the effective demand."

Take the factor of population alone. From 1940 through July 1, 1949, the annual increase in the country's population has been at the rate of 1,897,000 persons a year—twice as high as in the decade 1930-1940. Since January 1, 1948, the country's population has increased at the rate of 7,000 persons a *day*. This is a sound basis for predictions of an expanding travel market.

The Trends of Travel

The private automobile was the only medium of passenger transport which did better in 1948 than in 1947, having increased its passenger-miles output by 5.3 per cent, according to estimates published in the October "Monthly Comment" of the I. C. C. Bureau of Transport Economics and Statistics. All common carriers showed decreases—the railroads, 10.4 per cent; buses, 1.3 per cent; and the air lines 2.3 per cent.

Private automobile passenger-mile figures for 1949 are not yet available, but "guess-ti-mates" by a number of observers indicate they will show an increase over 1948. In the first half of the year, railroad passenger-miles showed a 12.6 per cent decline, compared with the



Pennsylvania
"BROADWAY LIMITED"

THE PARADE OF

TABLE I — PASSENGER BUSINESS ACTUALLY IS BETTER THAN IT SEEMS

Comparison with prewar years puts 1949 in favorable light

(All figures are for first six months of years indicated)

	1949	1939	1933	1929
Revenue passenger-miles (billions)*	17.5	10.4	7.0	14.9
Revenue passengers carried (millions)	283	218	207	387
Passenger revenue (millions)	$430	$198	$150	$431
Passenger train-miles (millions)	193	192	190	278
Average number passengers per train	90.2	53.8	40	—
Average number passengers per car	17.8	12.9	9.2	12.4

*Commutation traffic not included.

same half of 1948; while air line patronage showed an increase of 15.2 per cent. Bus passenger-miles for 1949 are not available, but the number of passengers carried by Class I intercity motor bus operators in the first quarter of the year was 7.2 per cent under 1948, and, in the second quarter, 10.5 per cent under. It is significant that air line traffic this year reversed its decline from wartime levels to take a sharp upward trend; doubtless much of the added traffic was due to skycoach, party rate and other fare bargains.

That Iniquitous Tax

Important as is the *proportion* of railroad patronage to total travel, of greater significance to the health of the industry is the volume of business it actually handles. As Dr. Parmelee told the passenger traffic officers last month, the 41.2 billion passenger-miles on the railroads in 1948 exceeded their traffic in 1939 by 81 per cent. This is of greater import than the fact that the railroads' proportion of total common carrier patronage declined from 61.3 per cent in 1939 to 55.9 per cent in 1948. Table II shows that, despite a great increase in the number of automobile registrations since 1933, the volume of railroad passenger business has trended upward. Railroad officers cannot be pleased at the fact that their rivals' share of business has increased, and assuredly will fight to stem the trend, but at the same time there is some ground for satisfaction in the fact that there is a great deal more business to go around.

The greater vigor showed by private automobile travel, compared with *all* common carriers, makes all the more justified the latters' complaint that the wartime federal fare tax of 15 per cent—from which private car drivers are free—unduly handicaps them in the struggle for business. Designed originally as a tax to "discourage travel," as well as to furnish the government war revenue, the tax seems to have become intrenched as an easy source of some $250 million a year, with the carriers doing the expensive policing and bookkeeping. Despite the strong urging of organizations as widely varied in political affiliation and policies as the C.I.O. and the U. S. Chamber of Commerce, and hard persuasion of legislators by carrier organizations like the A.A.R., Federation for Railway Progress, American Society of Travel Agents, National Association of Travel Officials, Air Transport Association and National Association of Motor Bus Operators, Congress adjourned without acting upon any of the numerous bills introduced in both houses for repeal, or reduction, of these and other wartime excise-taxes.

The workings of politics have produced the curious paradox that travel between this country and abroad is free from tax, while "see America first" is burdened. Canada abolished its war tax on transportation effective March 23. Almost immediately thereafter the Canadian roads asked for increases ranging up to 15 per cent in first-class fares, which were authorized effective May 10. Previously, effective April 9, a 15 per cent increase in coach fares—which did not require government approval—had been placed in operation. The Canadian lines thus gained much-needed additions in revenue without increasing the price paid by their customers.

As the Saturday Review of Literature pointed out recently, "If you are wealthy enough to afford a car, you are obliged only to pay a one-cent federal tax on each gallon of gas, a levy of about three or four per cent. If you can't afford a car and must rely on public transportation, the amount of tax which is saddled on you is quadrupled. . . . The tax has so far cost the public a billion and a quarter dollars in hard cash, and nobody knows how much in sunshine, rest and relaxation."

Fare Increases

On June 3, the Eastern lines (except the Chicago & Eastern Illinois) asked the I.C.C. for permission to raise both coach and first-class basic passenger fares by 12½ per cent, or from 3 cents to about 3.375 cents in coaches, and from 4 cents to 4.5 cents in sleeping and parlor cars, pointing to the fact that the passenger service

Southern Pacific
"SHASTA DAYLIGHT"

operating deficit in 1948 was the greatest in history. By a six-to-four vote the commission this week authorized this increase.

Among fare developments of less geographical scope were increase authorizations as follows: in November, 1948, for the Illinois Central and Chicago & North Western to boost commuter rates out of Chicago by eight per cent, and, in December, for seven more roads to do the same thing and one road to put in a five per cent increase; in March for the Central of New Jersey to raise its commuter rates out of New York and intrastate in New Jersey by about 16 per cent (the railroad asked for 30 per cent); in July, authority for the New York, New Haven & Hartford to raise its intrastate commuter fares out of New York by 18 per cent to match the increase authorized for interstate fares by the I.C.C. in 1947; and, in October, to the Long Island to raise its standard passenger rate for interstate travel to 3.5 cents a mile in coaches and 4.66 cents a mile in Pullman cars. For the Long Island, this source of revenue is minor; an increase of like percentage in intrastate fares, estimated to yield $1.4 million, is still pending before the state commission. Still pending also is a request by the Erie for an 18 per cent increase in its commutation fares out of New York, while the I.C.C. has suspended a commuter rate increase of 14 per cent by the Delaware, Lackawanna & Western and of 23 per cent by the Lehigh Valley. Before the Massachusetts Department of Public Utilities is a request by the New Haven for a 20 per cent increase in basic one-way fares and a 35 per cent increase in commutation fares out of Boston.

On February 1, railroads at many points in Eastern and Southern territories made effective a special service charge for advance reservation seats in coaches. The charge ranges from 50 cents to one dollar per ticket, depending upon distance. To get a refund of the charge, the passenger must cancel his reservation a day before scheduled departure of the train, except that, on traffic to and from Florida, he must make cancellation three days before train departure. The charge was designed not only to help cover the cost of making reservations, but also to discourage the wasteful practice of "no show." In contrast to Pullman reservations, where a space charge helps control this condition, coach seat reservations hitherto involved no financial outlay beyond the railroad ticket.

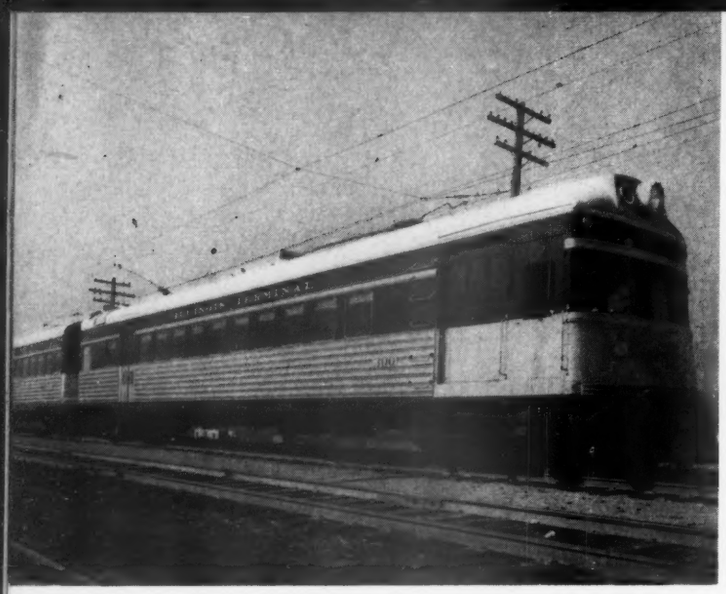
An I.C.C. examiner's proposed report following investigations of the space-sale practices of the railroads and Pullman Company, issued in September, said there was no evidence of "black market" activities among railroad employees and found no unlawfulness in existing rules and practices for ticket sales and redemptions, except that it criticised the practice of withholding space from general public sale "for disposal by railroad officials for emergency purposes, or for the use of preferred patrons to the extent that the space withheld . . . exceeds five per cent of the sleeping units and three per cent of the reserved seats in coaches." Beyond this the report suggested (1) that reservations be withheld from hotels and travel agencies; (2) that tickets be issued through hotel and agency employees only if the traveler himself has made reservation and authorized pick-up in writing; (3) that space tickets be clearly non-transferrable and void if transferred; (4) that tickets upon which space has been assigned be marked to show that space has been so assigned; and (5) that roads make reservations and issue tickets in the name of the traveler—not under a ticket code number.

The railroads are expected to take exception to some parts of the report. They point out that suggestions (1) and (2) are practically impossible to police. If a hotel employee comes to a ticket window with money to pay for a ticket, and if space is available, the railroads cannot refuse to sell him the ticket. Besides, with travel down substantially, the whole problem is "water over the dam," except for isolated occasions.

TABLE II — RAILROAD PASSENGER TRAFFIC AND AUTOMOBILE OWNERSHIP

Year	Registration of Passenger Automobiles	Passenger-Miles Class I Roads
1933	20,643,564	16,345,047
1934	21,532,408	18,036,111
1935	22,562,847	18,479,791
1936	24,178,211	22,421,009
1937	25,449,924	24,655,414
1938	25,261,649	21,628,718
1939	26,201,395	22,651,334
1940	27,434,979	23,762,359
1941	29,507,113	29,350,229
1942	27,974,156	53,658,615
1943	26,019,432	87,819,503
1944	25,572,849	95,549,090
1945	25,691,434	91,717,226
1946	28,100,188	64,673,453
1947	30,718,852	45,929,316
1948	33,261,454	41,184,881

Source: American Automobile Association and I.C.C.



Illinois Terminal
"MOUND CITY"

THE PARADE OF

PRICING Sells the Service

Railroads' basic fares up more than their competitors'; lines try out wide range of "bargains"; will to "try anything" gains support

Since the end of the war, railroad fares have been increased, so that they are now at an average of 25.4 per cent above the 1939 level in general, and 44 per cent higher in the East. There is no logical flaw in the railroads' argument that, compared with living costs in general, increases in their fares have been modest indeed, but there are two obstacles which make further adjustment to inflation unfeasible. One is that the direct operating costs (the only costs that most car owners consider) of running a private automobile have not greatly increased since prewar days. The other obstacle is that the fare bases of the railroads' chief common carrier competitors have not generally been increased to the same extent as have railroad rates, either in per cent or dollar amount. While the average railroad fare today is around a third higher than in 1939, the average fare on the scheduled air lines, last year, was actually 4.2 per cent less than in 1939. No average fare for intercity bus carriers is available, but, as far as can be determined by sampling, bus fares have not risen percentagewise as much as rail fares.

TABLE I — COMPARATIVE TRAVEL COSTS
(as of November 1, 1949)
(Federal tax not included)

	BUS		RAIL—Coach		RAIL—Pullman		AIR	
Chicago to:	One Way	Rd.-Trip	One Way	Rd.-Trip	One Way	Rd.-Trip	One Way	Rd. Trip
Milwaukee, Wis.	1.55	2.80	2.12	3.85	3.78	6.60*	4.95	9.40
St. Louis, Mo.	4.95	8.95	7.44	13.40	13.71	24.05**	15.55	29.60
Dallas, Tex.	17.05	30.70	23.86	42.95	42.30	73.50**	55.30	105.10
Butte, Mont.	28.65	51.60	37.21	67.00	60.70	104.05**	82.75	157.25
Phoenix, Ariz.	34.05	61.30	45.97	81.25	80.81	140.20**	94.80	180.10
Los Angeles, Cal.	36.85	66.35	48.79	81.25	95.86	150.75**	113.75	216.15
Denver, Colo.	20.30	36.55	25.88	46.60	45.49	78.90**	55.35	105.20
San Francisco to:								
Los Angeles Cal.	5.70	10.30	7.50†	13.50	20.67**	35.85**	21.05	40.00

*includes parlor car seat
**includes lower berth
†Special rate to meet "jitney plane" competition.

"For Free" Bigger Club Now

Perhaps railroad labor costs rose more than the wages of bus drivers or air line pilots. If so, railroad union leaders better get worried. But most railroaders point to subsidy as the chief and unique headache in the railroads' cost and price picture. It is perfectly true, they say, that the *pattern* of relative subsidies is no different now than it was before the war. But the relative impact has greatly changed—to the railroads' detriment. If your competitor gets something free, or for less than it costs, his advantage increases—absolutely and to the same extent—as your own costs rise. If the railroads' cost of maintaining roadbed goes up 100 per cent, for instance, while bus licenses and gas taxes remain the same, the highway carriers' advantage with regard to roadway has gone up proportionately. The cost distortions produced by subsidy are compounded by inflation.

In most businesses, pricing is a difficult and continuing problem. Pricing the railroads' passenger service is even more difficult than in department stores, for example, because: (1) On most roads, passenger service is not the primary source of revenue; (2) the competition gets all or most of its rent paid by the government; (3) facilities and service cannot be reduced to match patronage declines; and (4) quick changes in prices to "move sticky goods" or meet competition or individual "deals" are impossible under regulation.

Notwithstanding these impediments to management's action in pricing, the past 12 months have seen productive experimentation with incentive fares by a number of roads. Most unusual of these experiments is that of the Kansas City Southern, effective between all on-line points, providing rates "slightly less" than bus fares for distances up to about 300 or 400 miles, and equal to or slightly above them for journeys of greater length. Dubbed the "multi-ride commutation ticket arrangement," the scheme offers transportation in two, four and ten-trip brackets, at charges of 1.75, 1.725 and 1.70 cents a mile, respectively. Each ticket is good for 30

Chicago North Shore & Milwaukee
"ELECTROLINERS"

days in either direction and may be used by anyone so desiring. Thus, the two-trip ticket can be used by the buyer for a round-trip or one way by two persons. To attract groups of 25 or more from charter buses, the railroad offered group rates to meet bus rates ranging from 36 cents to 44 cents a bus-mile.

Bus-competitive coach fares in Texas, quoted on a point-to-point basis, were made effective on June 8. The Missouri-Kansas-Texas reduced its rates 30 per cent between Dallas-Fort Worth and San Antonio and intermediate points. The Katy reports that already they "have resulted in a fine increase in the number of tickets sold and revenue, after allowing for the general decrease in passenger revenue in Texas." Comparison of figures for June, July and August shows an increase, 1949 over 1948, of 28 per cent in round-trip, and 4 per cent in one-way, tickets sold. After allowance for the general decrease in travel in Texas, the road estimates it is approximately $6,300 better off in revenue than it would have been under the old fares.

Also on June 8 the Texas & New Orleans (Southern Pacific Lines) Burlington-Rock Island and Gulf, Colorado & Santa Fe, introduced between Fort Worth-Dallas and Houston-Galveston, one-way coach rates 18 per cent, and round trip rates 15 per cent, below standard, or slightly above the bus fare level. The St. Louis-San Francisco recently cut intrastate fares for a five months' trial period, with a reduction in the round-trip coach rate between Oklahoma City and Tulsa from $5.35 to $4.20—which is only "a few pennies more" than the bus rate. The Southern Pacific has in effect a flat fare of $7.50 one-way for coach travel between San Francisco and Los Angeles (as noted), about 1½ cents a mile, and a rate of $12 between San Francisco and Portland, Ore., or slightly more than 1½ cents a mile.

Since the summer of 1947 the Central of Georgia has offered low round-trip coach fares, intrastate in Georgia, computed by adding 20 per cent to the one-way rate, or about 1-1/3 cents a mile. Made effective at the same time that new streamliners were placed into service between Savannah, Macon and Atlanta, and between Columbus and Atlanta, the bargain fares are held to be an integral part of the railroad's "package," without which the "phenomenal success" of the trains would not have been possible.

A number of roads have tried out reduced fares, good Monday through Thursday of each week, when travel volume normally is lowest. Effective April 25, the New York Central tried out fares at two cents a mile, or one-third below the normal rate for travel between Boston, Mass., and Pittsfield, 150 miles, and intermediate points. Reduced rate tickets were sold on Monday, Tuesday and Wednesday of each week, with return departure allowable any time up to Thursday midnight. The Delaware, Lackawanna & Western introduced reduced fares on somewhat the same basis in July.

To encourage theater travel, the New York, New Haven & Hartford, effective November 1, 1948, offered round-trip coach fares 25 per cent below the normal rate for use between Springfield, Mass., and New York and intermediate points, good only on trains arriving in New York after 5 p.m., Monday to Saturday, and returning the same evening. This road enjoyed considerable success this past summer with "startling" price reductions in 10-ride commuter-type tickets, for use on a new fast express train between Boston and Hyannis.

A fair-size group of roads have experimented with excursion-type fares during the past year—some with considerable success. In connection with the Chicago Railroad Fair, the Chicago & Eastern Illinois tried out a coach excursion rate of the one-way fare plus 25 cents for adults, and a flat rate of 50 cents for children, good on designated days.

So popular this summer were special low excursion rates in effect on the Western Pacific's "Royal Gorge" between San Francisco and Salt Lake City, Utah, that a reclining seat coach had to be added to the train, despite the fact that, with the inauguration of the "California Zephyr," two daily trains now make this run, compared with but one previously.

Group rates published on regional or single-road bases are reported to be generating considerable traffic on roads which solicit this patronage. The Baltimore & Ohio considers its one-day excursions to the Washington, (D. C.) cherry blossom festival, to baseball games at Cincinnati, Pittsburgh and other central points, etc., to be successful revenue-getters.

Effective in April the New England roads put in group rates, with 10-day return limit, the reductions ranging from 25 per cent for 20 or more to 50 per cent for 500 or more. Catering to still smaller groups, the Seaboard Air Line, in February, announced reduced rates for parties of 15 or more, with the prime purpose of filling empty seats on regular trains.

Union Pacific
Chicago & North Western
"CITY OF LOS ANGELES"

THE PARADE OF

"Fuddy-duddy" REGULATIONS Hurt Passenger Service

The need for "de-regulation" of the railroads with respect to their passenger service is just as important as it is in the freight end of the business, and obsolete attitudes and procedures of federal and state regulators — chiefly the latter — are doing as much injury to the railroads' health in the one field as in the other.

Since the question of discrimination between classes of customers and commodity and region competition does not play an important part in passenger fares, the I.C.C. does not generally object to, nor delay, the introduction of fare reductions and special "bargains." And commission action on general territorial passenger rate increases has not been unduly slow, compared at least with freight boosts, although it is by no means akin to the benevolence of the Civil Aeronautics Board, which, in 1947, granted the air lines a rate rise almost the same day it was sought.

Hard to Trim Dead Limbs

The state commissions, perhaps more subject to political pressure, are prone to obstruct the railroads' moves to raise intrastate fares to interstate levels already approved by the I.C.C. States like New York, Illinois, Texas and Massachusetts are particularly slow to act, the first two having held up railroad commutation fare rises for years at a time; two roads in Chicago had to get a court order to restrain the Illinois commission from permanently blocking necessary increases in suburban rates. Individual roads are tackling this problem more and more by going to the public with their stories, relating fare levels to service standards and to the general cost of living, the New Haven and the Southern Pacific having made outstanding presentations on their Boston (Mass.) and San Francisco (Cal.) commuter service, respectively.

The principal injury to good all-around passenger service attributable to the state commissions, however, is their refusal to permit the discontinuance of poorly patronized trains with sufficient dispatch, or in adequate number, to protect railroad revenues. The much higher break-even point in train-mile costs now, as compared with prewar days, makes it imperative that thin-traffic runs be discontinued quickly and without endless "exhibits," if the carrier's funds are not to be poured down a rat-hole to provide service which the public does not use or appreciate.

State commissions' stubborness results from pressure by railroad unions, seeking to protect easy jobs, or by local civic officials catering to local pride, rather than true economic demand. The federal court at Chicago, for example, early this year attacked the Illinois Commerce Commission for what it called "a custom and practice of conducting train-discontinuance hearings by the device of repeatedly granting continuances for frivolous reasons at the request of railroad brotherhood representatives or public office holders," and pointed out that the commission required an average of 18 months to dispose of each of 10 Burlington discontinuance cases, although, in seven of them, the average number of passengers per train frequently was less than the number in the train crew. One road, encountering this same tactic of the unions in another state, simply ran newspaper ads publicizing the wages paid the crews on "plug" runs, in relation to hours worked, passengers handled and revenues earned, with the result that local newspapers rallied to its support and the state regulators allowed train withdrawals. It required only a few frank campaigns of this nature before the brotherhoods decided to refrain from petitions against branch-line service curtailments in that area.

Some roads are countering the opposition of businessmen to necessary train curtailments by showing them

Atchison, Topeka & Santa Fe
"THE SUPER CHIEF"

how they are affected as shippers of freight. The shipping fraternity as a whole is becoming more restive than ever about the national passenger service deficit, which, it claims, is in part responsible for higher freight rates. Because new, fast, luxurious streamliners *look* expensive, some shippers are attacking their installation as a tax on their pocketbook, while at the same time they insist on the retention of branch line "plugs" or "policy" sleeping car lines. It is a very easy matter to prove to them that the opposite is the fact — that the streamliners earn their cost and keep, while the "plugs" drain away the cash.

I.C.C. Commissioner R. F. Mitchell recently urged the railroads to do everything possible to reduce the passenger service deficit. He suggested that, since, in 1948, passenger-miles dropped 57 per cent, while train-miles dropped only 14 per cent, "it might be possible to eliminate a high proportion of all of the present deficit trains *without any real impairment of the public interest* in adequate passenger transportation" [editor's italics]. The I.C.C. does not, of course, have jurisdiction over the discontinuance of individual passenger trains — only over complete line abandonments. But such wholesale discontinuance of trains would "obviously . . . involve a thorough analysis by the I.C.C. of the whole public interest concept as applied to passenger service." Nothing could be more helpful to the railroads in their future dealings with the state commissions.

The Sleeping Brakeman

States contribute to the passenger deficit in other ways. Commissions, by order or statute, require retention of agents at small stations at hours when the need for ticket-selling is slim. The hiring of extra trainmen when the number of cars in a train exceeds a set figure is required under the excess-crew laws of several states. The laws of other states demand a "full" crew of five men on passenger runs, which requirement, together with union-enforced working rules, kills off many a passenger run which might, if decisions of this character were left to railroad management, be saved, with profit to the public, by more intelligent budgeting of manpower. To fight an onerous state crewing law, one road is utilizing the desire of state officers to get good train service between the state university and the leading business city, pointing out that the law is the chief obstacle to the service.

Everybody on the railroads is interested in safety — else the railroad safety record would not better that of other means of transportation — but not to the complete exclusion of considerations of relative costs and competition. The railroads could most quickly achieve perfect safety by not running at all. It would appear that safe operation is the job of management, which has already done an outstanding job in this regard.

In June, 1947, the I.C.C. issued a far-reaching order, which, among other requirements gave every railroad with fast trains the choice of either providing train-stop, train-control or continuous cab-signaling, or cutting down passenger train speed to less than 80 m.p.h. Without considering at all the merit of these devices or the necessity of running trains less than 80 m.p.h. in their absence, it would seem that such a decision is clearly a prerogative of management; it will increase the cost of the railroads' plant — not in itself an evil, but requiring appraisal from all points of view — or it will result in the slowing of schedules.

As one passenger man puts it: Railroading ought to be the least interfered-with of all forms of transport. It has long had the best safety record. It operates on a private right-of-way, for which it pays dearly. It is the only transportation organization under which every vehicle on the line moves by a single plan and under unified control. In water, air and highway transportation, on the other hand, a medley of vehicles are thrown helter-skelter on a public way with no plan at all or only the most rudimentary wayside controls. Yet no public body has ever required these agencies of transport to equip themselves, at their own expense, with safety devices of the magnitude which the railroads have long maintained out of fares and rates. "The trouble with interference like this signal order is that we may throw out the baby with the bathwater and have shiny new devices to control trains that don't run and to protect passengers who don't ride."

He added that he has nothing against safety devices as such; the wide installation of oscillating rear-end and front lights is the latest evidence that management is willing, voluntarily, to pay money for added safety. What he objects to is a government body, apparently blind to cost and price relationships, spending the carriers' money for them.

Great Northern
Chicago, Burlington & Quincy
"EMPIRE BUILDER"

Are Passenger Service Costs Illusory?

Until somebody comes up with a cost accounting method which will determine the distribution of railway costs among the various traffic components with such precision as to fend off all argument, there will continue to be disagreement as to whether passenger service, and such allied operations as mail, baggage and express, should bear their proportion of joint expenses in the operation of the total railroad plant, or should be considered as a by-product of freight transportation, and charged only for the direct additional costs which the service entails.

Most railway fixed facilities are adaptable, in varying degrees, to both freight and passenger train operation, and about 72 per cent of the total road mileage is actually used for both classes of service.

To segregate the costs of producing the two transportation products, the Interstate Commerce Commission prescribes a formula which, in brief, apportions the maintenance of running tracks on the basis of proportionate gross ton-miles in the two services (using 150 lb. as the average weight of a passenger); and building and other structural maintenance expenses, equipment repairs and servicing costs, and station and yard operation expenses all on the basis of proportion of use in passenger services. Other expenses, not directly assignable to one or the other class of service, are, in most cases, apportioned to each on the same ratio as directly assignable expenses. Taxes not directly assignable to either passenger or freight are apportioned on the basis of the separation of total operating expenses, except that income taxes are apportioned as to source of net railway operating income—which is virtually non-existent for passenger service.

The table herewith divides passenger operating expenses of Class I roads into those related solely to passenger and allied services, and the passenger service apportionment of joint expenses, together with the per cent of total revenues in each expense category, for the year 1947. It is the opinion of many passenger men that a large part of the joint expenses which are apportioned to passenger and allied service would have to be charged to freight service if all passenger service were discontinued. If all these joint expenses had been lifted from passenger service, the latter would have shown a net profit of $168 million in place of a $427 million deficit.

Under the formula, the volume of freight traffic has a direct bearing on the earning power of passenger service. For example, if freight ton-miles were to fall sharply while passenger traffic and revenue remained constant, the passenger business would appear less profitable—or more costly—even though the direct cost of providing it might not have changed, because it

Passenger Operating Revenue and Expenses, Class I Railroads, 1947

	Related Solely to Passenger and Allied Services	Apportioned to Passenger and Allied Services	Total	Per Cent of Total Passenger Revenues
Total Railway Operating Revenues			$1,400,106,919	100.00
Railway Operating Expenses:				
Maintenance of Way and Structures	$ 34,382,308	$199,727,075	234,109,383	16.72
Maintenance of Equipment	322,964,616	80,271,422	403,236,038	28.80
Traffic	55,761,825	8,297,071	64,058,896	4.58
Transportation	655,918,277	118,594,553	774,512,830	55.31
Misc. Operations	114,568,522	509,103	115,077,625	8.22
General	16,004,976	37,704,105	53,709,081	3.84
Total Railway Operating Expenses	$1,199,600,524	$445,103,329	$1,644,703,853	117.47
(Per Cent)	(73)	(27)	(100)	
Railway Tax Accruals		149,443,309	149,443,309	10.67
Net Rents Payable Equipment and Joint Facilities	32,535,410	cr. 49,828	32,485,582	2.32
Total, Operating Expenses, Taxes and Rents	$1,232,135,934	$594,496,810	$1,826,632,744	130.46
Net Railway Operating Deficit			426,525,825	

Union Pacific-Wabash
"CITY OF ST. LOUIS"

would have to bear a greater proportion of the joint, or common, costs.

The I.C.C. formula is based on the principle that freight and passenger services are joint. It does not consider passenger service incremental, and, therefore, appears to be of questionable value for appraising the facts to see if passenger service should be continued or withdrawn, for if there is a likelihood that the service may be withdrawn, it can only be an increment to operation, not a joint, or necessary, adjunct.

Were the principle which the formula uses in the allocation of costs between services applied to distributing joint costs among individual commodity classes of freight traffic, it is probable that the revenues from hauling many commodities, when balanced with the computed cost for their handling, would show that the railroads are carrying large segments of freight traffic at a deficit. Yet it is extremely doubtful that losses so indicated would lead most railroads to discourage haulage of any of the commodities involved. Indeed, they eagerly solicit all freight, for the reason that the loss of any segment's contribution to the total gross, and of its share of the expenses of the total freight operation, only throws an increased burden on the remaining traffic, reducing its margin of profitability.

I.C.C. Commissioner Alldredge, during the Ex Parte 168 freight rate hearings, pointed out that revenues from 1948 passenger operations paid all the direct costs of such operations, and contributed something like $100 million toward common expenses. Stated in another way, had only those expenses related solely to passenger operation been charged to that service, leaving freight to carry the full burden of common, or joint, expenses, 1948 passenger operations would have shown a $100 million contribution to net railway operating income.

Since abandonment of all passenger service would throw an additional proportion of the joint expenses on freight service, thereby reducing the net railway operating income from freight, the solution to the passenger revenue problem appears to be in improving the service, not in its complete withdrawal.

If the I.C.C. formula is illusory, it is because it makes the dollar earned in passenger service appear of less worth than that earned in freight. But if intensive use is made of plant already provided, then each dollar earned, no matter from what source, should, by increasing the gross—provided its earnings at least equal out-of-pocket costs—permit a greater total to be converted into net. So much must be earned to meet fixed charges. Part of the passenger dollar can be so applied. Part of the passenger dollar goes for the maintenance of plant used for earning freight dollars.

Intensity of Use Important Factor

It is interesting that there is a close correlation between improving passenger revenues and net railway operating income, as indicated by the year-by-year data for the period from 1928 through 1948. One railway officer makes the analysis that the high earnings of the war years came from passenger traffic, and loss of earning power in the depression was more the influence of loss of passenger traffic than of the depression level of freight traffic. It is this officer's opinion that there is no prospect of freight traffic alone being able, in general, to utilize the capacity of the $27 billion railway investment to the extent necessary to insure its vitality and continued status as a successful private enterprise, without the reinforcement with the revenue derived from handling passengers and allied traffic.

The I.C.C. formula is not meant to serve as unchallenged proof that passenger service is unprofitable. There are many passenger traffic officers, and freight department representatives, too, who feel that blind adherence to the formula's findings could result in irreparable harm to the railroads. One railroad president says it already permeates so much of top management thinking—perhaps subconsciously—that its greatest harm has already been done. Before the nation's railroads take the I.C.C. formula's findings of a $559.9 million passenger deficit in 1948 as a mandate that they should get out of all, or most, of the passenger business, they will consider (1) that passenger service gave them $1,435 million in revenues, which, to the extent that any proportion of this amount exceeded the out-of-pocket expenses of the service, helped to run and maintain their basic fixed plant; (2) that individual passenger trains are money-makers though others drain revenues; and (3) that the decision as to a given service must be with a view to net income for the property as a whole; i.e., would the railroad actually save more by getting out of the passenger business than it would lose in total revenues from it? This last decision will apply not so much to passenger service as a whole as to individual trains.

Pennsylvania
"THE JEFFERSONIAN"

THE PARADE OF

Creating FUTURE Business

Progress must have an eye to the future. With this in mind, *Railway Age* has asked representative railroads what they are doing to focus upon themselves the attention of the younger generation—the source of future railroad revenue. The responses to the survey clearly indicate that immediate revenue is not the major consideration when railroads make their services and facilities available to children and teen-agers for use or inspection, or both.

The primary function of such attention to young people is to inculcate favorable attitudes toward railroads by demonstrating what railroads do and how they do it. In this era of severe competition these railroads are convinced that it is still possible—and profitable—to create in the minds of these youngsters a keen desire to ride on trains. Among the means taken, with success, to arouse this desire are the following:

ATCHISON, TOPEKA & SANTA FE—This road takes rural and urban school children on trips in groups—some of which require special trains—to their state capitals or other cities of interest. In some cases the groups are shown through the general office buildings and shops.

ATLANTIC COAST LINE—For some time the A.C.L. has promoted the idea of educational school trips and tours through its Jacksonville, Fla., terminal. In the 1947-48 school season 142 such tours and trips benefited 8,009 students, while during the 1948-49 season the trips totaled 329 and the number of students was 16,641.

BALTIMORE & OHIO—Nearly 500 persons, many of whom were young people, took this road's "Autumn Leaf" excursion recently from Pittsburgh, Pa., to Martinsburg, W. Va. Schools are encouraged to send groups of children to B. & O. stations for informative tours around the property, including inspection of various types of cars.

BOSTON & MAINE—This road, which pioneered the "snow train," usually has several trips a year of particular interest to the younger people. Included are many specials for sports events (including schoolboy football games), bicycle trips and fall foliage trips.

CENTRAL OF GEORGIA—During last year's school term special school demonstration trips were operated monthly between Atlanta, Ga., and Griffin on the "Nancy Hanks II," on which all students were served free ice cream. At Columbus the road took a number of special school groups for a ride around the wye between "Man o' War" runs, again serving free ice cream. Special trips for school classes at regular train fares, giving each student free ice cream and, if desired, a special $1 evening meal, are promoted. When these trips are to Atlanta a special bus is arranged for to take the students on sightseeing trips. There are special excursions for high school football teams and fans, as well as for college games at points on the line. Local professional baseball teams arrange to set aside special days for the road to promote baseball travel.

CHESAPEAKE & OHIO—In 1949 the C. & O.'s educational tour program, inaugurated last year, has resulted in handling 342 school tour parties with a combined patronage of 12,192 students. The CandO Club has 17,500 members who are 18 years old or younger. The club publishes a quarterly bulletin, with appropriate enclosures, aimed at stimulating interest in railroading and promoting good citizenship. Over 20,000 children have worked the controls of the "CandO Special," a full-size replica of a steam locomotive cab, which has been exhibited at department stores, at the stores' expense, in eastern, midwestern and southern cities.

CHICAGO, INDIANAPOLIS & LOUISVILLE—The Monon operates special trains to university towns during football and basketball seasons, as well as specials from colleges during all vacation or recess periods. Many trains have been devoted to demonstrating railroad operations to grade school children.

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC—Thousands of school children have been carried by this road from Minneapolis, Minn., to St. Paul, from Des Moines, Ia., to Madrid, and from Tacoma, Wash., to Seattle, to help the children cultivate an interest in railroading. In addition, many groups of school children have been conducted through the "Hiawathas" at various cities.

DENVER & RIO GRANDE WESTERN—Ski trains, patron-

THE STREAMLINERS

Chicago & North Western
"SHORELAND 400"

ized largely by teen-age children, are run regularly from Denver, Col., on week-ends throughout the winter.

ERIE—This road cultivates the interest of school groups in travel by train by, among other ways, inviting inspection of station facilities and passenger trains.

GRAND TRUNK WESTERN—For many years this road has encouraged educational trips by children for inspecting railroad facilities.

GULF, MOBILE & OHIO—This road soon will inaugurate tours of school children from Chicago and St. Louis, Mo., to the various points of interest connected with Abraham Lincoln at Springfield, Ill.

ILLINOIS CENTRAL—Excursions for school children between St. Louis and Springfield, using the "Daylight" and the "Green Diamond," have been promoted. Similar trips have been taken from points in Kentucky and Tennessee to New Orleans, La.

LONG ISLAND—There are regular conducted tours of school children through the shops at Morris Park, N. Y., and through various stations.

MISSOURI-KANSAS-TEXAS—The Katy has handled a number of extra cars, as well as special trains, for students visiting various on-line cities. Particularly large groups have visited Austin, Texas.

NEW YORK CENTRAL—Close contact is maintained by local representatives of this road with the schools in their territories to encourage excursions to such points as state capitals, Niagara Falls and New York. Parties of school children also are shown through stations.

NEW YORK, NEW HAVEN & HARTFORD—The majority of "behind-the-scenes" tours conducted by this road for school children are through the Cedar Hill freight yard.

PENNSYLVANIA—This road offers reduced rates for groups of 15 or more school children and it has made considerable use of the "teacher's kits" available through the Association of American Railroads. The road has been successful in organizing "behind-the-scenes" parties from schools.

RICHMOND, FREDERICKSBURG & POTOMAC—Classes from private and public schools at Richmond, Va., are conducted through Broad Street station frequently.

ST. LOUIS-SAN FRANCISCO—A program of excursions and inspection trips through trains for school children is a regular part of this road's activities.

SEABOARD AIR LINE—Educational tours for children of all ages are conducted. Students inspect the cars and other railroad facilities.

SOUTHERN—This road has distributed over 600,000 "pupil's kits," which are used by fifth-grade classes throughout the South in the study of transportation. Trips of any length are promoted for school classes and scout troops. "Station to station trips are very popular, especially with the very small fry," the road reports. "They buy their own tickets and have a conducted tour of the train." A hostess is assigned to these parties whenever possible.

SOUTHERN PACIFIC—"Behind-the-scenes" tours conducted by this road are popular with church and grammar school children's groups and college and civic club groups. Prints of an hour-long, full color motion picture, "This Is My Railroad," are available for loan and several prints have been assigned permanently to school systems at principal points on the road's lines.

UNION PACIFIC—Educational and inspection trips by school children, "fan" groups and camera clubs have been promoted. An attempt is made to interest school children and other groups in the railroad and western scenic regions through motion pictures and lectures.

WESTERN PACIFIC—This road has always granted special low fares to school groups. Fares as low as $5 have been charged for a round trip between Portola, Cal., and San Francisco, 642 miles. In August 968 children, more than half of whom had never been on a train before, were carried from Elko, Nev., to Reno, a 714-mi. round trip, to see a circus—at $1 each.

Some school-age guests of the Central of Georgia watch interestedly as "Kiki" Cuyler, ex-big league player and former manager of the Atlanta Crackers, signs his autograph

Chicago, Rock Island & Pacific
Southern Pacific
"THE GOLDEN STATE"

THE BUS as a Railroad Ally

Coordination, without common ownership, seen as pattern of the future, as some roads sell off subsidiary properties

Most truck operations initiated by the railroads have not only persisted, but have continued to expand, and will doubtless do so in the future, despite the restrictive attitude of the Interstate Commerce Commission. But the growth of railroad ownership of bus operations, in general, ceased before World War II began, and, since the close of that conflict, railroad participation in this business has actually contracted. In recent years, to mention some of the more important dispositions, the Santa Fe, the Burlington and the Rio Grande have sold their entire or controlling interests in wholly owned bus subsidiaries to independent concerns with which, for the most part, they compete as rail carriers. Other roads, like the New York Central, have disposed of the whole or part of their financial interest in large independent operations.

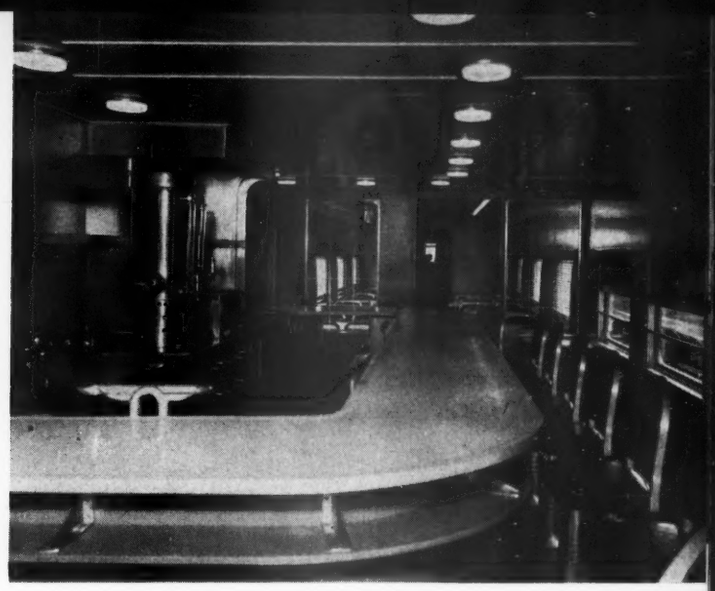
Those wholly owned railroad enterprises which remain are, for the most part, closely tied in with train service, and provide feeder or train substitution service which either swells rail patronage or saves money by permitting the discontinuance of unprofitable train-miles.

Such, for example, are the remaining Santa Fe bus operations in California, which provide combination bus-rail-bus service between San Francisco and Los Angeles, the extensive network of the Gulf, Mobile & Ohio and the intensive Norfolk Southern operation. Notable exceptions to the trend are the New Haven's subsidiary New England Transportation Company and the Boston & Maine's bus operating company which compete directly with trains of the owners as well as relieve them of the burden of providing rail service on branch and secondary lines.

Many railroad-owned bus operations were established before the passage of the Motor Carrier Act of 1935 and were accorded certification automatically through "grandfather" rights. Extension of wholly owned interstate routes thereafter was made difficult or impossible by the I.C.C., which saw in them a threat to independent operators. State regulatory bodies were somewhat less opinionated. But, in general, after 1935 no railroad could acquire permission to operate buses beyond its rails, a restriction which severely curtailed the value of their subsidiaries, and which proved fatal when independent competitors integrated and expanded, and long-haul passengers became a larger proportion of bus patrons. This "fencing in" by regulation was the chief reason given by the Santa Fe for disposing of a controlling interest in its bus subsidiary to a large transcontinental network.

As long-haul bus traffic increased, railroad bus lines were thrown on the tender mercies of independent connections at all gateways. The latter eventually came to link up with other independent companies paralleling and competing with the railroad-owned lines, so that the latter were completely bottled up. Thus, while Burlington Transportation had been able to build up a complete bus service between Chicago and the Pacific coast, far beyond the western end of the owner's rails, it found it increasingly difficult to obtain through connections to and from the east at Chicago. Rio Grande Motorway was shut out of Texas-Colorado business, because it and its owner's rails ended at Pueblo, Colo.

The I.C.C. in its annual report dated November, 1948, took note of the sale of railroad interests in important bus properties during the preceding three



Northern Pacific
Chicago, Burlington & Quincy
"NORTH COAST LIMITED"

years. While declaring that the motives for disposal varied and were not self-evident, it added: "It may be conjectured that, in some instances, there was a desire to avoid competition with the improved rail service of the selling railroad." This motivation appears likely as a factor in the sale of operations which, for the most part, offered a service alternative, rather than supplementary, to the owners' rail facilities.

Those roads which entered the long-haul bus business probably did so on the principle that it is desirable and fitting for an established carrier to serve the public as a complete transportation agency—just as certain railroads later sought to engage in air operations. But it became clear that the country's transport regulators did not accept the idea of integration and preferred to confine each form of transportation to its peculiar groove. Since the roads could not expand or modify their bus operations without encountering hostility, they were limited, in effect, to competing with their own constantly improving railroad passenger service, without being able to give the public a truly coordinated service.

When, at the peak traffic level of early postwar years, expanding and ambitious independent bus systems offered good prices for railroad-owned highway rights and facilities, what more reasonable course lay before the owning railroads than to sell out completely or to retain only a minority interest? In at least one of the important sales, the railroad entered into protective contracts, under which the purchasing bus company continued in operating train substitution or feeder services on a revenue guarantee basis, so that the usefulness of the bus as a supplementary agency was retained intact.

Coordination without Ownership

Those roads which operate wholly owned bus subsidiaries in full vigor will probably continue to do so, especially if their direct control is necessary to insure feeder or substitution service. But further incursion of railroads into competitive bus operations seems unlikely—at least until the attitude of lawmakers and regulators changes. Further substitution services for unprofitable trains, if necessary in the public interest, will likely be furnished by outside companies on a contract basis.

A fruitful and almost untapped field for further coordination of train and bus service, according to some passenger men, lies in the recognition by both railroad and bus companies that passenger journeys between many points in this country are made faster, more convenient or pleasanter by combination use of the two forms of transportation. As one observer put it: "I know scores of railroad journeys, 95 per cent of which is pleasant and swift in a modern streamliner. But the other five per cent, taken on a slow-moving branch local or mixed train, or after an unconscionable wait at the junction or at odd hours, spoils the whole experience. The victim is likely to go by bus thereafter, depriving railroads of his patronage entirely, or to take his car, thereby dropping out of both the buses' and railroads' common carrier market. Why do some railroads, in their zeal to keep a passenger rail-bound, force him to suffer poor service (of which they themselves are ashamed) on a fraction of his journey, when, by advising him of the schedules of frequent local bus service, they could keep his patronage for the long haul and his good will to boot?"

The answer is: Many railroads *do* show in their timetables the schedules of independent bus companies which tie in with their own. But it is apparent that other roads ignore entirely the existence of bus services which could help them hold their own patronage. The rail carriers necessarily are, one by one, dropping unprofitable branch-line and secondary trains. But by this essential surgery the railroads will lose successive segments of patronage for their good profitable trains, for, with the passing of each local, a list of origin and destination points is lost forever—unless the passenger is shown that it is easy and pleasant to go by bus to a convenient railhead and by train beyond.

Both the railroad and bus businesses have a mutual interest in holding people to common carriers. Simple publicizing of each other's complementary runs will, in many cases, serve to cancel out specific and unavoidable service disadvantages, and produce more satisfied patrons for both.

The spirit of competition and a belief in the inherent superiority of one's own mode of transportation, fortunately, show no sign of diminishing in either railroad or bus circles. But they are in no way incompatible with the idea that, in certain situations, two heads are better than none.

Southern Pacific
Union Pacific
Chicago & North Western
"CITY OF SAN FRANCISCO"

THE PARADE OF

Is Flying for the Millions?

Fare bargains latest threat from air lines; but industry is not agreed on their value

The "sickness" of the air line business seems to have disappeared from the financial headlines. For one thing, the decrease in patronage last year, which caught this somewhat improvident industry flatfooted, has leveled off and started to reverse. While air-line passenger-miles in 1948 were 3.1 per cent under 1947, compared with 10.2 per cent down for first class railroad traffic, patronage in the first six months of 1949 was 15.2 per cent above that of the same half of 1948 (first class railroad passenger-miles were off 11.2 per cent). Air passenger arrivals and departures at the Chicago airport, for example, were up 20 per cent over the first half of 1948; both American and United Air Lines reported all-time record traffics in June.

Another thing, Uncle Sam increased his air mail subsidies, with the effect that most of the deficits of 1948 were offset. On this, Vice-President J. H. Parmelee of the Association of American Railroads remarked recently: "The anomaly of a government that subsidizes air transport by air mail bonuses and retroactive grants, related in no way to the character or value of the service rendered, at the same time that it places every possible obstruction in the way of reasonable mail pay for the railroads, is almost beyond comprehension." Even the periodical Aviation Week is disturbed about subsidies. It editorialized in June that "air transportation . . . has become so tied to the federal apron strings that it needs weaning."

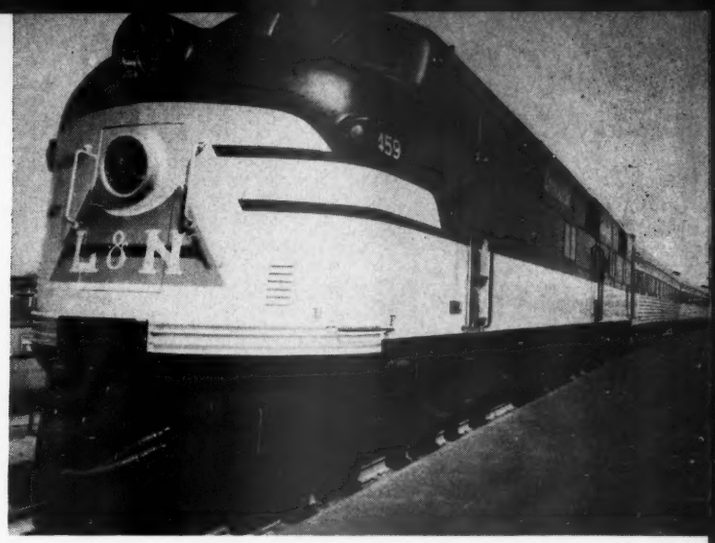
"Skycoaches" et al

A major cause of alleged "plight" of certain scheduled air lines is their determination to quote fares competitive with railroad rates, without regard to the true cost of air travel. As long as the government says, in effect, "I'll underwrite you so you can set fares so as to take business from the railroads," the latter actually face the competition of political fare levels; if the railroads cut their first class fares to widen the present differential, the air lines would only lower their rates and, so on *ad infinitum,* in the opinion of some rail traffic men.

In a campaign to "fly the millions," at least seven large air lines, starting in November, 1948, introduced "skycoach" service, providing "first-come-first-served," no-meals, flexibly scheduled, long-haul, night-time travel between selected large points. Permitted by the Civil Aeronautics Board on an experimental basis until at least June 30, 1950, the "skycoach" is bringing its operators high load factors—averaging 70 per cent and up to 86—and accounting for from 4 to 24 per cent of their total passenger-miles. With fares of about four cents a mile (compared with six generally for standard air service), it brings air travel well below the cost of first class train fares and uncomfortably close to one-way rail coach rates. "Skycoach" between New York and Chicago costs $29.60 one way, compared with $48.64 first class rail (with lower berth) and $30.71 rail coach. In a C.A.B. survey of "skycoach" operations, 21 per cent of the users questioned said that if the service were not available they would use train coach; 19.9 per cent, Pullman; 45.7 per cent, regular-fare planes; 5.2 per cent, automobile; and 5.3 per cent, more than one of the above. The uncertainty of getting accommodations and the odd hours of departure and arrival may overcome this service's initial appeal of novelty.

Still lower fares (and poorer accommodations, including mixed freight and passenger runs) are provided by irregular operators, or "non-skeds." One operator between San Francisco, Cal., and Los Angeles, charging only $9.95 one way, claims that 80 per cent of his passengers come from railroads and buses and only 20 per cent from scheduled air lines. Another outfit charges $99 one way between San Francisco and New York. Charter planes also flourish; they worry the regular transport companies more than surface agencies.

The "family fare plan" originally introduced in September, 1948, under which each member of a



Louisville & Nashville
"THE HUMMING BIRD"

family accompanying a full-fare passenger gets half-fare rates Monday to Wednesday, inclusive, (air lines' duller days) has since been adopted by most lines. At least one company has asked to have it made applicable every day, indicating some measure of success. The C.A.B. turned down the request. Multiple-ticket rates of the type introduced by the Kansas City Southern would appear to be one useful and simple weapon for the railroads against "families in the air."

The air line which originated free meals aloft years ago now seeks to eliminate meals on all flights and reduce the fare five per cent therefor; other lines oppose the move, contending that some flights require meal service and that costly variety in menus would have to be introduced if meals were paid for by the passenger.

Commercial flying speeds have not shown any great increase during the past 12 months, but at least one line has greatly reduced intermediate ground time, so that a DC-3 can be handled in five minutes flat, except where fueling or a crew change is involved. Expansion of through transcontinental service by interchange of equipment, rather than extension of route rights, is being explored by two lines serving the Southeast and Pacific coast, respectively.

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AND SAVE Time - AND MONEY Too!"
AIR COACH
The "NIGHTHAWK"..1 a.m. Nightly..Only 4 hrs. 10 min.
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Return via the "NIGHTHAWK" – Lv. New York 1 a.m. – Only 5 hours
COMPARE... you'll go by AIR!
Fare
Time
FASTEST RAIL PULLMAN
$44.10
16 hours
FASTEST RAIL COACH
$27.30
17 hours
THE "NIGHTHAWK"
$29.60
4 hrs. 10 min.
(All Fares Plus Federal Tax)
$29.60 plus tax EACH WAY
FOR RESERVED SEAT TICKETS: 146 South Clark St., The Palmer House, Stevens Hotel
PHONE: DEARBORN 2-5711 or Your Travel Agent
Capital AIRLINES
AMERICA'S SECOND OLDEST AIRLINE . . . SERVING 70 CITIES DAILY

"Skycoach" is the latest threat to the railroads from the air. The airlines are still publicizing misleading fare comparisons; note that the above Chicago newspaper advertisement gives the one-way railroad coach fare, whereas most passengers utilize the cheaper round-trip fares; round-trip fares via "skycoach" are double one-way rates

What Railroads Shine In

The railroads continue to possess important advantages over the airplane, which they are publicizing more than ever before.

Lower fares. First class travel on the rails still costs less than its counterpart in the air, practically everywhere, and "skycoach" is in most cases more expensive than rail coach—especially on a round-trip basis—and generally inferior in accommodation. Many people don't realize this, because air line advertising often seeks to confuse; roads like the Southern Pacific, Great Northern, Boston & Maine and New York, New Haven & Hartford have been setting them straight in forthright advertisements.

Greater Safety. On the railroads, 0.10 passengers were killed for each 100 million passenger-miles in 1948, compared with 1.33 fatalities on domestic scheduled air lines. In short, the railroad passenger was 13 times as safe as the air patron. In 1947 he was 22 times as safe.

Wider Comfort. Railroad trains have in abundance that which airplanes lack entirely—spaciousness. The railroads are capitalizing on this inherent virtue by installing fewer seats per coach, providing more room-accommodations in sleeping cars, and offering more non-revenue space, like recreation sections and vista domes. Since there is more to see from the ground, smart railroads are buying cars with improved visibility. One noted industrial designer recently observed that luxury trains are still well patronized for long distances, despite the vastly greater speed of the airplane, because "there are still great numbers of travelers to whom time is not the first consideration and who balance speed against comfort."

New York, New Haven & Hartford
"MERCHANTS LIMITED"

HOPEFUL OUTLOOK FOR SLEEPING CAR BUSINESS

Pullman has long been a name synonymous with service, implying personal transportation in cushioned comfort. "As long as we can keep high quality service," Pullman Company's President Carroll R. Harding states optimistically, "a satisfactorily high percentage of first-class travel will continue to use sleeping cars."

Cost is the big bugaboo in the operations of the sleeping car company, which mans and services railroad-owned sleeping cars, as well as a fleet of its own cars for regular lines, for overflow traffic, and for seasonal peaks. Labor's share of Pullman's expense dollar climbed to 80 cents after the 40-hr.-week was established last fall. Clearly, it is no simple task to keep the charge for de luxe service at a level at which maximum travel can be generated.

Pullman travel has declined substantially since the 1944 wartime peak of 28.2 billion passenger-miles. The trend has been steadily downward in each of the postwar years—20.7 billion passenger-miles in 1946, 13.5 billion in 1947, and 12.2 billion in 1948.

Still 45 Per Cent Over Prewar

But before the economists nail crepe on Pullman's door, they ought to make some further elementary calculations. Sleeping car travel in 1948—12.2 billion passenger-miles—was 45.2 per cent greater than the average for the decade 1930 through 1939—8.4 billion passenger-miles. It is clear that business is not as bad as it looks from the wartime viewpoint.

But here's where today's costs come in. Even with the greater volume of traffic than that which prevailed during the depression years, 1948, due to higher operating costs, produced a depression-level net. At 1930-1939 cost levels, 1948's Pullman traffic would have put the company in clover. Even at 1946 cost levels, Pullman's 1948 traffic would have produced a comfortable margin of profit for the company's 59 railroad owners. The chief trouble with the sleeping car business is the current high break-even point—not a depression level of business.

To squeeze more net out of its relatively high gross, Pullman is missing no bets, large or small, for greater economy. There is afoot, for example, a proposal which, if accepted by the railroads, will cut about $12,000 a year from the yearly cost of printing car diagrams.

New Contract Helpful

A new uniform service contract with the railroads, effective on July 1, 1949, is the most far-reaching development in Pullman's past 12 months' operations. It is, in part, the outcome of an extensive analysis by Coverdale & Colpitts of the prior contract, under which some of the railroads felt that they were bearing an inequitable share of Pullman's costs. Based on that original contract, dated May 6, 1947, operating expenses were allocated to railroads on the traditional car-day's service basis. This imposed a greater burden on the lines whose runs were short; i.e., even though the earnings were low, use of the car still constituted a full car-day. Conversely, roads with long runs, where cars earn revenue the bigger part of the day, came out better. Roads with both long and short car runs found it impossible to allocate costs between them properly, so that it was difficult to determine which lines were profitable, and by what margin. Many shorter sleeping car lines were given up, when a different basis of expense allocation might have saved them. The new arrangement may serve to halt the attrition of these marginal lines.

The new contract divides operating expenses into ten principal cost groups and a number of subcatego-

New York Central
"SOUTHWESTERN LIMITED"

ries. Relevant units of service are assigned to each group. The contract contains price tables for each unit of service in each category of expense, and expenses are allocated to each road by applying these prices to the service units actually developed. Car-days are still used, but there are other service units appropriate to particular runs, such as car-miles, employee-days, employee-hours, passengers carried, and car departures.

Net profit from operations on any one railroad is split 75 per cent to the carrier and 25 per cent to the Pullman Company, in place of the former 50-50 "divvy." Where a railroad's sleeping car operations break even, or result in a loss, it guarantees Pullman its proportion of a three per cent return on Pullman's working capital and depreciated investment. Each road bears the entire cost for maintenance of the car lighting and air-conditioning of the cars it operates. Prior to adoption of the new contract, car lighting costs were pooled, and 25 per cent of air-conditioning maintenance was paid for by Pullman.

Five million people attended the Railroad Fair in Chicago in 1948 and 1949—no small porportion of whom were of the younger generation. "Oh's" and "ah's" were prevalent as these travelers of the future examined the Pullman Company's exhibit of sleeping car accommodations, and the urge to travel Pullman must have been stimulated in many a young mind. This was typical of Pullman's efforts to make the "small fry" rail-travel minded. In cities throughout the country, Pullman, at regular intervals, arranges for groups of school children to inspect a sleeping car, set up and manned, usually a car that has an all-day layover there in any event.

Pullman Looks Ahead

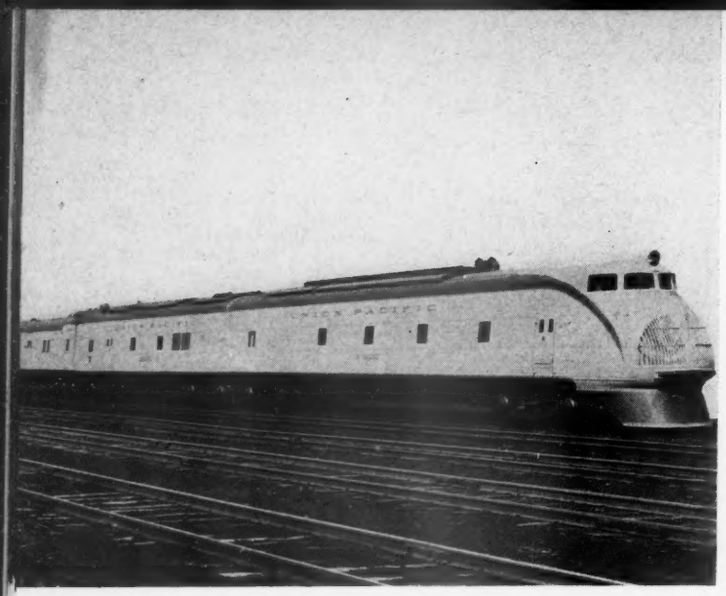
In an address before the Passenger Traffic Officers Association last month, Mr. Harding pointed out that the new lightweight cars are more costly to operate than the older cars which they replace. This cost paradox arises chiefly from the existence of an increased number of private accommodations in the new cars, some having as many as 22 separate rooms, each with individual plumbing, controlled lighting, heating and air-conditioning. Another factor is the broad variance in design of, and equipment used in, the new railroad-owned cars, whereas Pullman had achieved a high degree of standardization in its old heavyweight cars. For these reasons, the Pullman chief hinted that it might be feasible to place different rate bases on space in the two types of cars, "so as to produce the best possible financial results."

"There is a very great demand for lower-priced accommodations," says Mr. Harding, observing that roomettes sometimes go vacant, while lowers are well filled—a situation which would have constituted a real phenomenon a short time ago. Except where traffic volume warrants the "fleeting" of trains between the same terminals, the all-room train is not—as some observers predicted—taking over the entire field. Instead, a selection of accommodations covering a wider range of pocketbooks is becoming the vogue.

Pooling of Runs

For purposes of operating economy, and so that the service provided by some of the shorter sleeping car runs may be retained, some Pullman officers think there may be further pooling of competitive runs, like two already working between Chicago and Springfield, Ill., and between St. Paul-Minneapolis and Fargo, N. D. The former line alternates, running one month on the Gulf, Mobile & Ohio, and the next month on the Illinois Central. The latter sleeping car line takes turns running on the Northern Pacific and the Great Northern during alternate four-month periods. In both cases, tickets of one road are honored in the car when it is operating on the other road.

Pullman is completing conversion of 44 standard 12-section 1-drawing room cars into the combination roomette-bedroom type. These cars, in the "Oak," "Elm" and "Beech" series, are receiving a thorough interior modernization at a cost of about $60,000 each, construction, with the bed folding against the window the old car bodies. Four conversions of an experimental nature are now nearing completion. These cars will contain 6 roomettes, 1 double bedroom, 1 single bedroom and, to meet the sustained popularity of the lower and upper, 8 sections. Two of the four cars—which will make trial runs over the country—will be strictly for overnight service and will have a cheaper roomette construction, with the bed folding against the window instead of into the partition between rooms.



The 1936 "City of Los Angeles" — a development of the motor trains of the 1920's, and forerunner of today's streamliners

THE EVOLUTION OF

HAS THE MOTOR TRAIN

In 1934 was begun a revolution in railway passenger rolling stock based on the utilization of new materials of construction and a new conception of comfort and attractiveness of rail travel which air conditioning opened up before the industry. In its early phases this development took over where the rail motor cars of the 1920's left off. The latter, utilized primarily to stop losses from declining local passenger traffic, were low in horsepower capacity, offered nothing in attractiveness better than the lowest common denominator of conventional passenger-carrying cars, and were none too reliable mechanically. The cars had light structures; many of them were not intended for interchange with conventional equipment; and they were not designed primarily for ease of riding. It is true that toward the end of the period motor cars were built which were interchangeable with conventional rolling stock and equal to it in riding qualities.

More Traffic the Objective

During the early part of the motor-car era power plants were gasoline engines small enough to permit the use of the automotive type gear-shift transmissions. As capacities increased beyond approximately 175 hp., electric transmissions were employed.

Back of the 1934 motor trains was a belief that the restoration of a satisfactory volume of passenger business was dependent on employment of a different type of passenger equipment. The Union Pacific and the Chicago, Burlington & Quincy became the first purchasers of articulated motor trains of lightweight construction, each driven with 600-hp. internal-combustion engine-generator plants. Aside from the weight reduction inherent in the structures, the dimensions of the cross-sections of the cars were reduced in the interests of diminished air resistance. The immediate object of these measures was a reduction in train resistance such that a high power-weight ratio might be obtained with a small power plant. The purpose was faster schedules with less power and less expense. Articulation made the train rather than the car the operating unit.

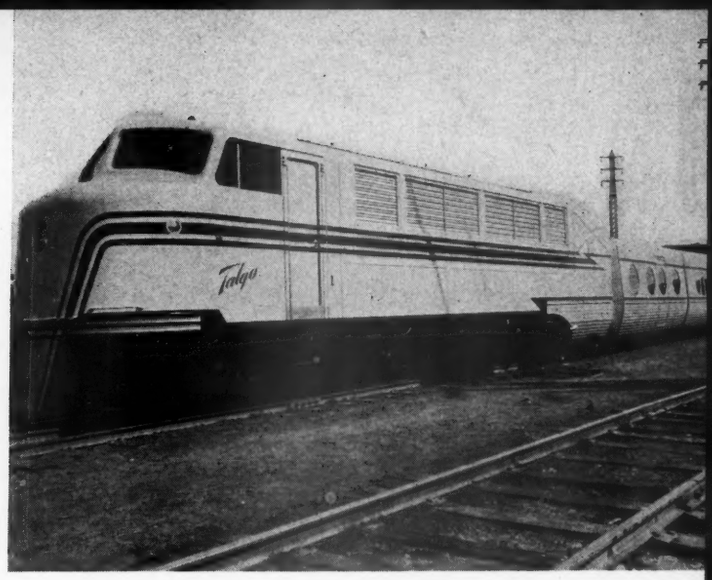
Immediate Popularity

These trains were immediately accepted by the traveling public and became highly popular. Instead of being restricted to the relatively light traffic lines for which they were adapted by size and equipment, the demand for increased capacity appropriate to long-distance heavy traveled lines was immediate. Within two years this demand had outgrown the motor-car stage. Power plants had expanded until one whole vehicle was required to house power equipment, then two and then three. The employment of articulation soon became less universal, trains being made up of several articulated groups with some cars of single body units. Indeed, it was not long before de luxe trains of lightweight cars began to appear in which no articulation was employed. In recent practice articulation has been confined largely to functional combinations, such as dining-room-kitchen cars incapable of operating separately.

With these motor trains there began a movement toward extremes of luxury and variety of interior arrangement and decorations. The open-section sleeping car became obsolete, so far as the purchase of new rolling stock was concerned, and some half dozen roomette and bedroom arrangements have appeared. Those of more recent design have become marvels of space utilization to the extent that some passengers are oppressed with a feeling of imprisonment, even though they are subject to no real physical discomfort. A variety of club and lounge facilities were evolved.

Luxury has by no means been confined to sleeping

THE STREAMLINERS



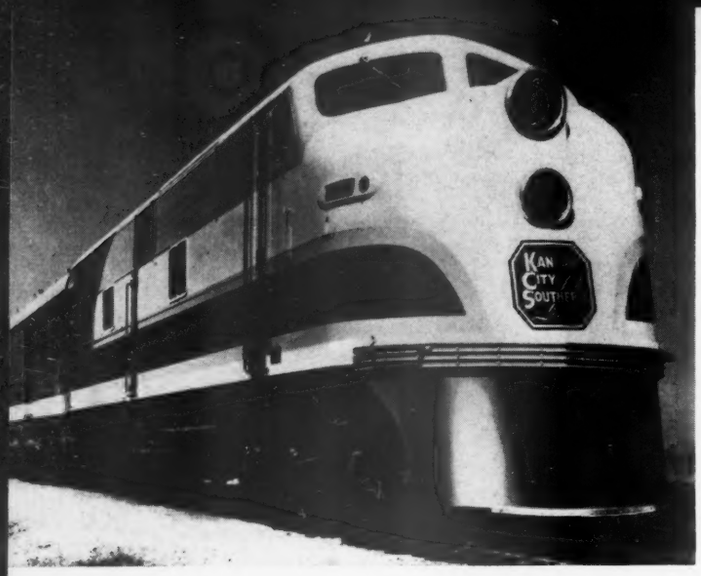
American Car & Foundry Co.
"TALGO"

RUN ITS COURSE?

Dieselization, which in 1930's jumped to main-line service, is still available for cost reduction and possible traffic restoration in the necessary secondary services

An early motor train
of the 1920's

The Budd Diesel
rail car, RDC-1



Kansas City Southern
"SOUTHERN BELLE"

and parlor cars. Most coaches built in recent years have included ample dressing and lounge rooms, and de luxe coach trains have observation and club lounges.

Capitalizing Scenery

The outstanding development since the advent of the de luxe type of lightweight high-speed trains is the dome observation compartment now a feature of several trains in the West. While the idea of unobstructed observation in all four horizontal directions, and upward too, is old, it is new to most travelers of the present generation. Open-type observation cars have been used in times past by several railroads, particularly in the Rocky Mountains both in the United States and Canada. Such cars had the disadvantage of offering no protection against either the weather or cinders from the locomotive. Present-day dome cars bear the same relationship to these early observation cars as that borne by present-day enclosed rear-end observation compartments to the dusty open observation platforms which were a feature of the best trains 25 years ago.

Gadgets Multiply

Compared with the best cars in service prior to 1934, a present-day passenger-carrying car is a complex organization of a bewildering variety of mechanical and electrical devices, all designed to enhance the comfort and convenience of the passenger, within a structure affording very limited space. Air conditioning, with its compressors, condensers, and evaporators, has increased electrical load from the four or five kilowatts formerly required for car lighting to twenty or more kilowatts. Generators are driven by independent power plants installed under the cars as well as by car axles. Pneumatic and electric door engines reduce the effort required to open doors when passing between cars. The thermos bottle is giving way to a power-operated water-cooling and circulating system, with faucets in sleeping rooms. Electric refrigeration and dry ice are competing with water ice. Independent zone control of heating caters to the individual desire of the patron.

Motor generators provide alternating current for fluorescent lighting and for razor outlets. The telephone is being employed for communication between cars within the train as well as between the moving train and the roadside. Radio and recorded programs are at the command of the traveler in his private quarters. Those who wish to receive train announcements without having to listen to programs have that privilege within their control. All bedrooms in recently built cars have separately enclosed toilet rooms, some including shower baths.

These devices all increase the complexity of inspection and servicing and make maintenance more expensive. They also add heavily to the first cost of the cars, already high because the great variety of arrangements of the interior, in window spacing, and in location of underbody equipment, give the builders little opportunity to organize production-line operation even on large orders. The 3,781 cars ordered from the car-building industry for postwar delivery represent 424 different floor plans and 316 basically different types*—an average of 20 cars per type and only 9 per floor plan. And these are again divided among the several builders.

The Move for Standardization

Such is the situation at which the movement for better railway travel facilities—begun in the midst of the depression of the 1930's—has now arrived. Neither the railroads nor the builders are happy with it and a start has been made toward working out a reasonable degree of standardization.

At the request of the Association of American Railroads the American Railway Car Institute has had an engineering committee at work on the problem. Its first report, submitted this spring, proposes the adoption of seven basic non-sleeper car types, some of the features of which are interchangeable to provide 17 standard coach and diner floor plans. Coaches are proposed with standard sizes of toilet and washrooms, and standard window sizes and seat spacings. Flexibility is provided for seats, floor coverings, upholstery, paint and trim, decorations, and other fittings which do not affect the basic design.

Another study on the possibility of standardizing application and mounting dimensions of specialties is under way. The objectives are to reduce the number of

*The Carbuilder (Pullman-Standard Car Manufacturing Company), October, 1949, page 21.

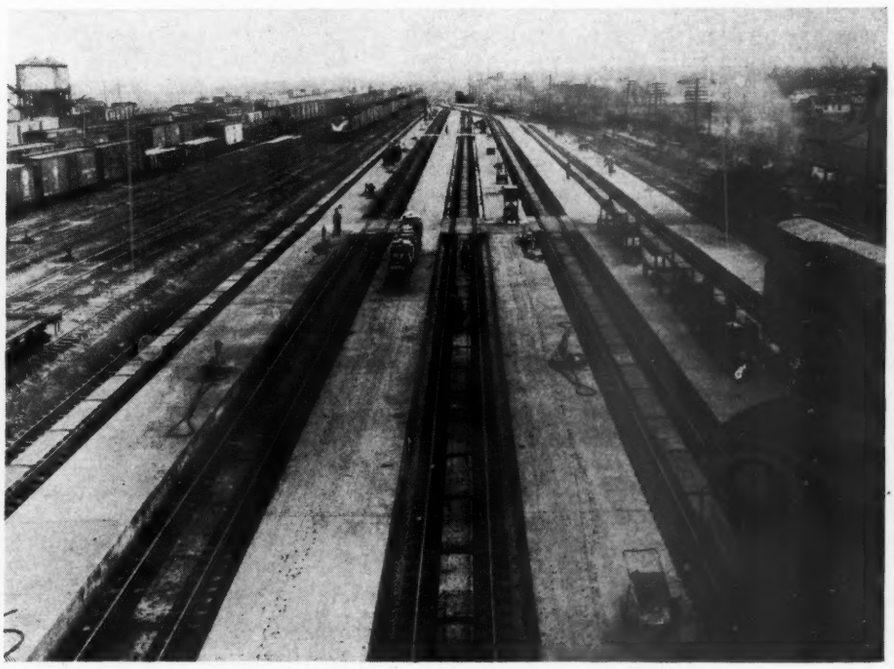
THE STREAMLINERS

Chesapeake & Ohio
"THE PERE MARQUETTE"

different types of cars and variations because of specialty applications so that car orders can be grouped into larger lots for building purposes.

With the movement toward standardization of car types for main-line trains an era in passenger-train rolling-stock development has reached its climax. This era began in the 1920's in the main-line local and branch-line service by replacing road locomotives with rail motor cars and trailers, and ended with long main-line trains hauled by Diesel or steam locomotives. These trains are profitable, but, as pointed out by Stanley Berge, associate professor of transportation, and Donald L. Loftus, research assistant in transportation, of Northwestern University School of Commerce, in an economic evaluation of Diesel motor trains, there are not enough of them; main-line limited trains traveling between large population centers with infrequent stops constitute a small percentage of the total passenger-train movements. The major proportion of the railroads' passenger trains are main-line locals, branch-line trains, and suburban trains. These are the services, they find, which are generally unprofitable, and which, in the main, still employ steam-locomotive-hauled trains, to reduce the operating expenses of which gasoline motor cars were originally employed.

The possibilities for loss reduction in these services suggest another change in emphasis which, if once begun, may reach beyond mere loss reduction. The facts set forth in the Berge-Loftus study point to the conclusion that frequency of service and speed are important factors in the attractiveness of local passenger service. Flexible lightweight motor trains, with a high horsepower-weight ratio, are capable of improving service in these respects. This is the direction toward which a change of emphasis in the development of new passenger rolling stock can best serve the railroads.



The track and platform layout at the Florence, S. C., station of the Atlantic Coast Line has been extensively improved to get increased efficiency in servicing passenger trains, greater convenience and safety for patrons, and other advantages. This view was taken before completion of the work

THE EAST'S FIRST DOME-CAR TRAIN
Put in Service May 5, 1949

Baltimore & Ohio
"THE COLUMBIAN"

THE PARADE OF THE STREAMLINERS

In the year since the last Passenger Progress issue 29 new streamline trains, requiring 49 complete sets of rolling stock, were installed by 13 individual American railroads, bringing the total number of such streamliners now in regular service to 147, made up of 292 separate sets of equipment. These ultra-modern trains run a total of 198,987 miles each day of the week. Forty-four individual railroads participate in their ownership or operation. To make up the 147 streamlined trains, there are approximately 3,054 regularly assigned passenger cars.

The accompanying maps, depicting the routes of the streamliners separately in the eastern, southern and western sections of the United States, illustrate how extensive the coverage of these modern trains is; how they have reached out since they first began service on two modest runs in the Midwest just 15 years ago. The maps also chart the course of the latest development in passenger equipment, variously called "astra," "vista" or "planetarium" dome cars. These glassed-in, car-top "blister" observations are assigned to runs covering 4,219 route-miles on five different railroads, and at least three additional runs are already planned.

The accompanying table of the nation's streamliners gives further information on the trains, the routes of which are traced on the maps. Only those trains are included which can be defined as "through, named trains, made up wholly of new, or rebuilt cars, embodying the latest innovations for passenger comfort, and which are powered by new or rebuilt locomotives." The consist shown for each train is of cars regularly assigned. The uniform arrangement of some of these trains is occasionally disrupted by the addition of extra cars in peak travel periods.

The brand new streamliners which have hit the rails since 1948 include the "California Zephyrs," operating between Chicago and Oakland, Cal., on the Chicago, Burlington & Quincy, the Denver & Rio Grande Western and the Western Pacific. These trains—on a schedule hours faster than the predecessor "Exposition Flyer"—have carried near-capacity loads since their inauguration.

The "Shasta Daylights," between Oakland and Portland, from inauguration up to September 1 handled an average of 972 passengers a day. A new night streamliner called the "Starlight" was established by the S. P. on October 2.

In the anthracite region of Pennsylvania, the Reading introduced the eleven-car "King Coal," a streamlined coach and parlor car train, powered, appropriately, by a modern steam locomotive. In the Midwest, the Illinois Terminal added its second and third electrically propelled streamliners, the "Fort Crevecoeur" and the "Mound City" — three-car coach and parlor-observation trains, with dinette service — connecting Peoria, Springfield and St. Louis.

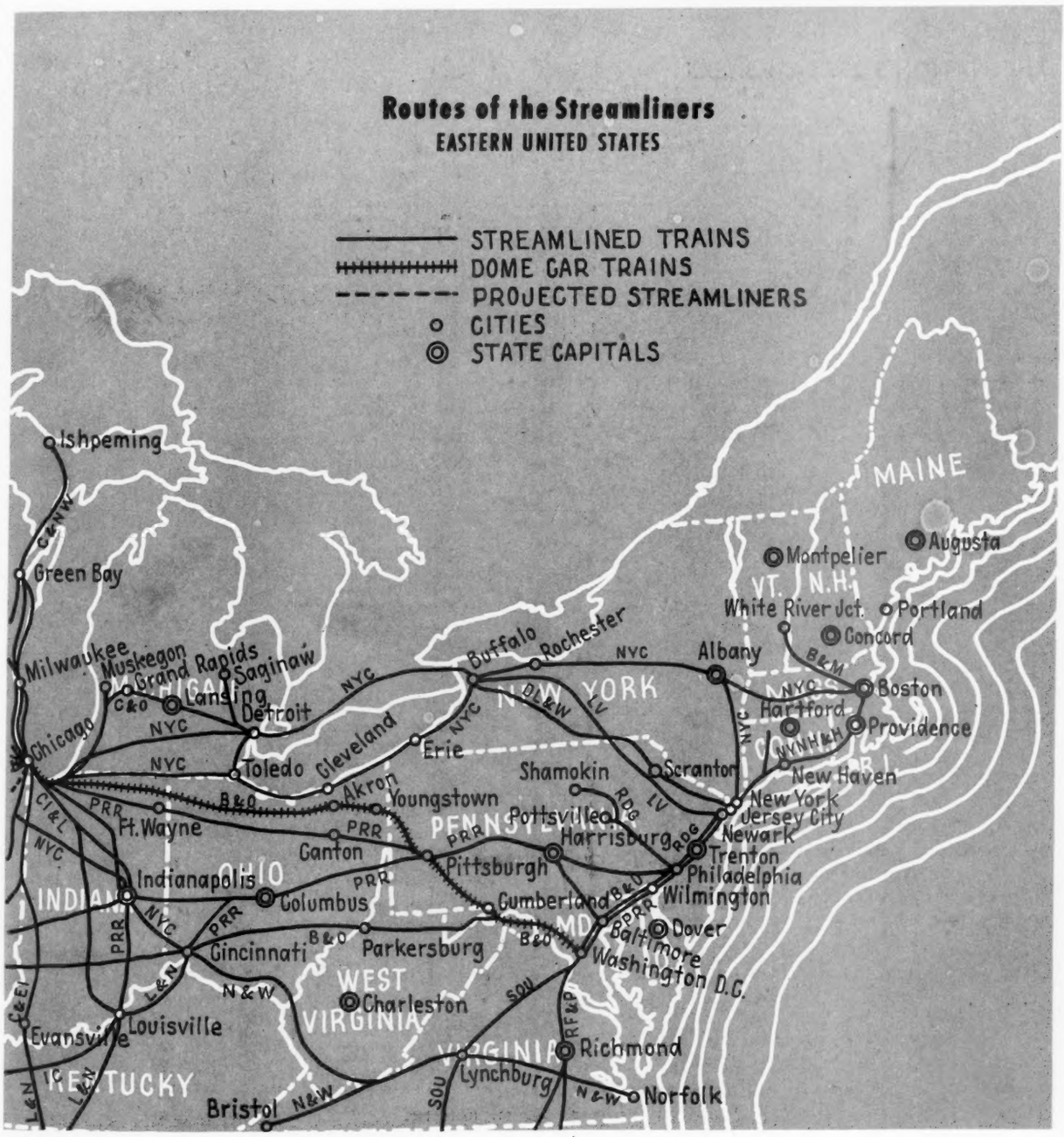
The Kansas City Southern and the Louisiana & Arkansas placed all new equipment on the streamline "Southern Belle" on April 3, 1949, and rescheduled it to provide overnight service between Kansas City and New Orleans. The earlier streamlined equipment of the "Southern Belle" was assigned to an entirely new schedule between Kansas City and New Orleans.

The New York Central streamlined its "Detroiter," all-Pullman over-nighter between the Motor City and New York; the "Twilight Limited" between Chicago and Detroit; the "Commodore Vanderbilt," on a new 16-hour schedule between Chicago and New York; and the "New England States" between Chicago and Boston. The Pennsylvania streamlined the "Liberty Limited" between Washington and Chicago; the 16-hour "General" between New York and Chicago; the "Spirit of St. Louis" between New York and St. Louis, the Pittsburgh-Chicago "Golden Triangle"; and the New York-Cincinnati "Cincinnati Limited."

(*Continued on page* 179)

THE NATION'S NEWEST STREAMLINER
Inaugurated November 15, 1949

Delaware, Lackawanna & Western
"THE PHOEBE SNOW"



New York Central
"TWENTIETH CENTURY LIMITED"

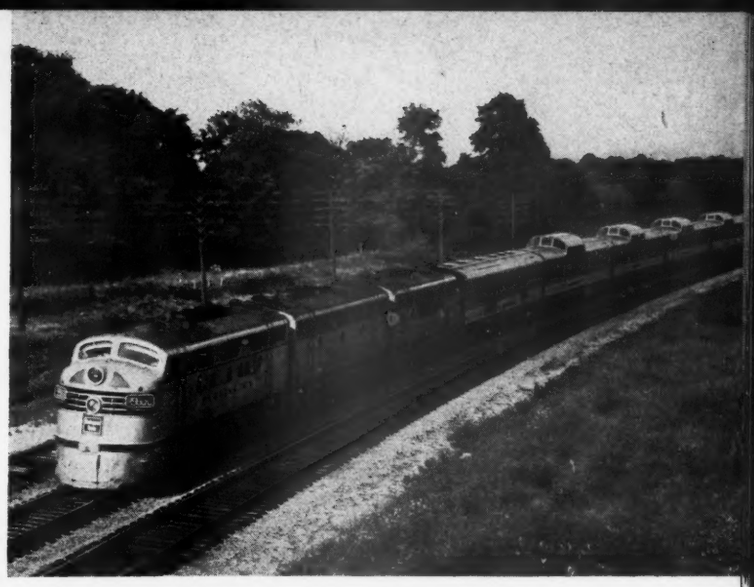
THE PARADE OF

THE NATION'S STREAMLINERS

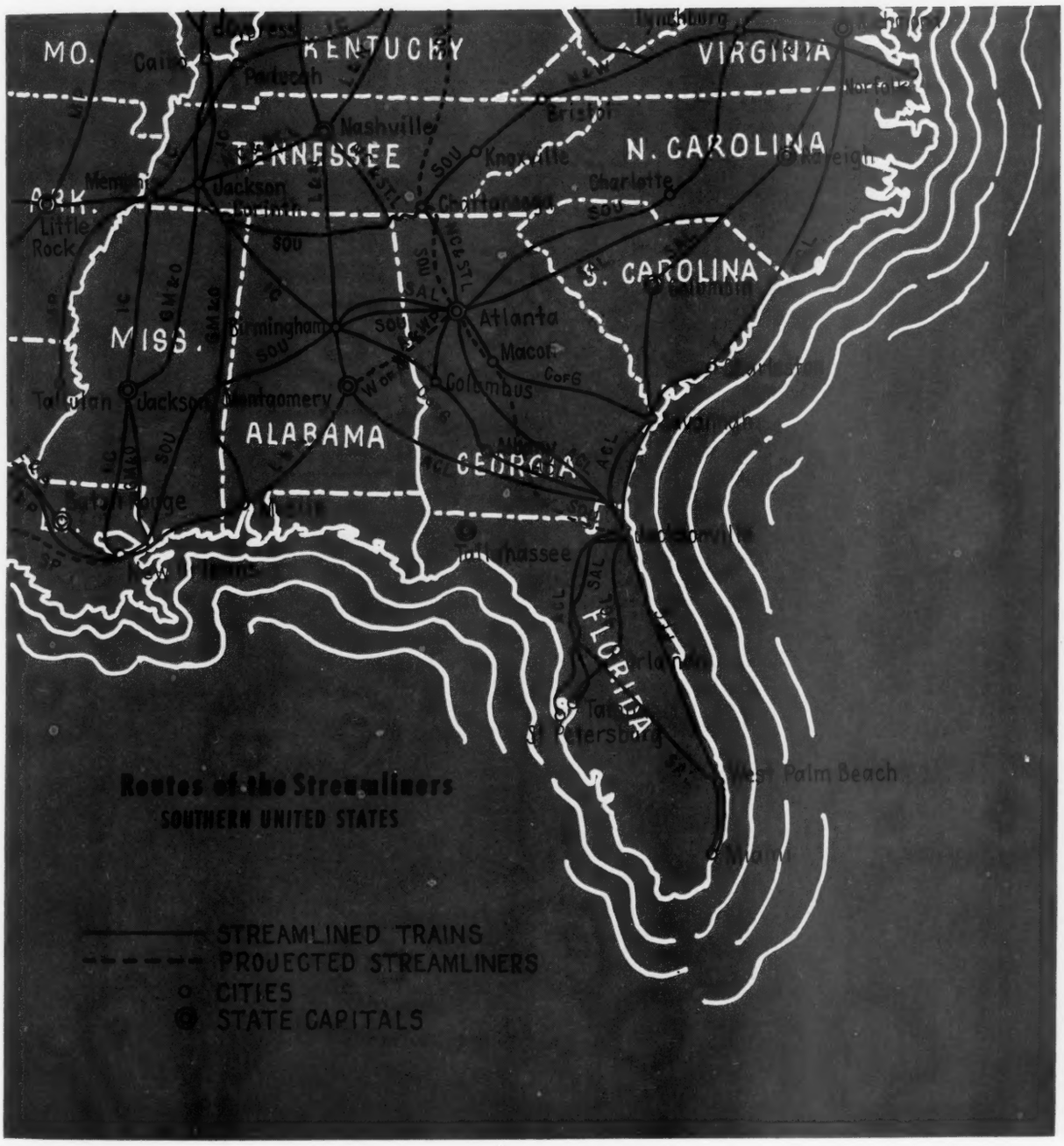
Railway	No. of Trains	Name of Train	Normal Consist	Placed in Service	Operated Between	Equipment C—Coaches P—Parl. Cars S—Sleepers	Motive Power S—Steam E—Electric D—Diesel
Alaska	1	Au-Ro-Ra	7	10-18-47	Anchorage-Fairbanks (t)	C-P	D
A. T. & S. F.	5	Super Chief	12	2-22-38	Chicago-Los Angeles	S	D
	6	Chief	14	2-22-38	Chicago-Los Angeles	S	D
	5	El Capitan	14	2-22-38	Chicago-Los Angeles	C	D
	2	San Diegan	13	3-27-38	Los Angeles-San Diego (c)	C-P	D
	2	Kansas Cityan	12	4-17-38	Chicago-Oklahoma City	C-P	D
	2	Golden Gate	12	7- 1-38	Oakland-Bakersfield	C	D
	1	Tulsan	6	12-10-39	Kansas City-Tulsa	C-P	D
	3	Texas Chief	12	4- 3-48	Chicago-Galveston	C-S	D
A. C. L.	3 (d)	Champion (East Coast)	17	12- 1-39	New York-Miami	C-S	D
	1 (e)	Dixie Flagler	14	12-17-40	Chicago-Miami (g)	C-S	D
	1 (f)	City of Miami	11	12-18-40	Chicago-Miami (g)	C-S	D
	1 (e)	South Wind	15	12-19-40	Chicago-Miami (g)	C-S	D
	4 (d)	Champion (West Coast)	16	12-12-46	New York-St. Petersburg	C-S	D
B. & O.	1	Royal Blue	8	6-24-35	Washington-Jersey City	C-P	D
	2	Capitol Limited	14	11-23-38(a)	Washington-Chicago	S	D
	3	National Limited	12	6-28-40(a)	Washington-St. Louis	C-S	D
	2	Columbian	8	1-11-42	Washington-Chicago	C	D
	2	Cincinnatian	5	1-19-47	Baltimore-Cincinnati	C	S
B. & M.	1	Cheshire	3	4- 1-35	Boston-White River Jct.	C	D
C. of Ga.	1(f)	City of Miami	11	12-18-40	Chicago-Miami (g)	C-S	D
	1	Man-o'-War	5	6-24-47	Columbus-Atlanta (c)	C	D
	1	Nancy Hanks II	6	7-17-47	Savannah-Atlanta	C	D
C. of N. J.	1(f)	Royal Blue	8	6-24-35	Jersey City-Washington	C-P	D
	1(f)	Crusader	5	12-13-37	Jersey City-Philadelphia (c)	C	S
	1(f)	Wall Street	5	3- 1-48	Jersey City-Philadelphia	C	S
C. & O.	2	Pere Marquette	6	8-10-46	Detroit-Grand Rapids(h)	C	D
	1	Pere Marquette	4	10-25-48	Chicago-Grand Rapids	C	D
	1	Pere Marquette	8	10-25-48	Grand Rapids-Chicago	C	D
	1	Pere Marquette	2	10-25-48	Holland-Muskegon(c)	C	D
	1	Pere Marquette	3	10-31-49	Saginaw-Detroit	C	D
C. & E. I.	1(e)	Dixie Flagler	10	12-17-40	Chicago-Miami(g)	C-S	D
	1	Meadowlark	4	10- 6-46	Chicago-Cypress	C	D
	1	Whippoorwill	7	11-10-46	Chicago-Evansville	C-P	D
	2(f)	Georgian	13	6- 1-48	Chicago-Atlanta	C-S	D
C. & N. W.	4(k)	City of Portland	13	6- 6-35	Chicago-Portland	C-S	D
	4(k)	City of Los Angeles	13	5-15-36	Chicago-Los Angeles	C-S	D
	4(k)	City of San Francisco	15	6-14-36	Chicago-Oakland	C-S	D
	2(k)	City of Denver	11	6-18-36	Chicago-Denver	C-S	D
	2	Twin Cities 400	13	9-24-39(a)	Chicago-Minneapolis	C-P	D
	1	Minnesota 400	5	1-12-42(a)	Wyeville-Mankato	C-P	S
	1	Peninsula 400	13	1-12-42	Chicago-Ishpeming	C-P	D
	1	Valley 400	7	1-12-42	Chicago-Green Bay	C-P	D
	1	Capitol 400	7	1-12-42	Chicago-Madison	C-P	D
	2	City of Milwaukee 400	5	1-12-42	Chicago-Milwaukee(m)	C-P	D
C. B. & Q.	1	Pioneer Zephyr	4	11-11-34(n)	Denver-Cheyenne	C	D
	2	Twin Cities Zephyr	7	4-21-35(n)	Chicago-Minneapolis	C-P	D
	1	Mark Twain Zephyr	4	10-28-35	St. Louis-Burlington	C-P	D
	2	Denver Zephyr	12	5-31-36(n)	Chicago-Denver	C-P-S	D
	1	Sam Houston Zephyr	5	10- 1-36(n)	Houston-Fort Worth	C-P	D
	1	Silver Streak Zephyr	5	4-15-40	Lincoln-Kansas City	C-P	D
	2	Texas Zephyr	10	6- 2-40	Denver-Dallas	C-S	D

See page 179 for footnotes.

THE STREAMLINERS



Chicago, Burlington & Quincy
Denver & Rio Grande Western
Western Pacific
"CALIFORNIA ZEPHYR"



Nashville, Chattanooga & St. Louis
"CITY OF MEMPHIS"

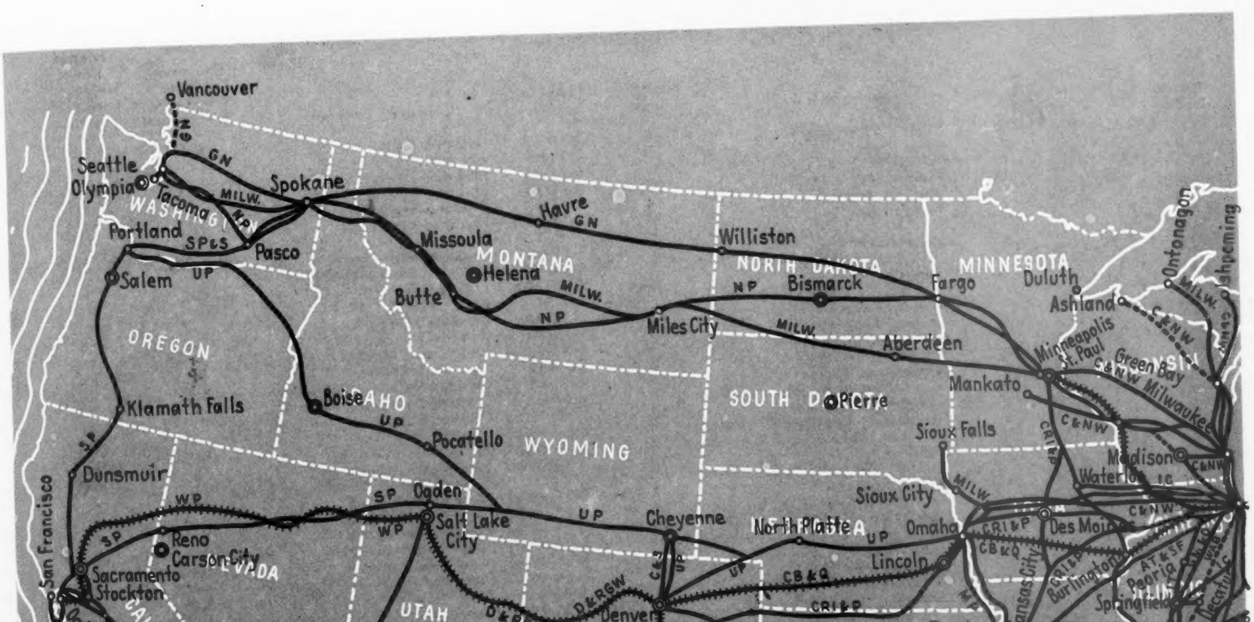
THE PARADE OF

Railway	No. of Trains	Name of Train	Normal Consist	Placed in Service	Operated Between	Equipment C—Coaches P—Parl. Cars S—Sleepers	Motive Power S—Steam E—Electric D—Diesel
C. B. & Q. (Cont.)	2(k)	Zephyr Rocket	7	1- 7-41	St. Louis-Minneapolis	C-P-S	D
	1	Zephyr 9902	4	6-15-41(n)	Chicago-Hannibal	C-P	D
	5(i)	Empire Builder	12	2-23-47	Chicago-Seattle	C-S	D
	6(p)	North Coast Limited	16	9-26-47(a)	Chicago-Seattle	C-S	D
	2	Nebraska Zephyr	8	11-16-47	Lincoln-Chicago	C-P	D
	6(d)	California Zephyr	11	3-20-49	Chicago-Oakland	C-S	D
C. I. & L.	1	Hoosier	5	8-17-47(a)	Chicago-Indianapolis	C-P	D
	1	Tippecanoe	5	11-15-47(a)	Chicago-Indianapolis	C-P	D
	2	Thoroughbred	5	2-15-48(a)	Chicago-Louisville	C-P	D
C. M St. P. & P.	2	Afternoon Hiawatha	12	5-29-35	Chicago-Minneapolis	C-P	D
	2	Morning Hiawatha	12	1-21-39	Chicago-Minneapolis	C-P	D
	2	Midwest Hiawatha	10	12-11-40	Chicago-Omaha-Sioux Falls	C-P	D
	6	Olympian Hiawatha	12	6-29-47	Chicago-Seattle	C-S	D
	2	Chippewa Hiawatha	6	8- 1-48(a)	Chicago-Ontonagon	C-P	S
C. N. S. & M.	2	Electroliner	4	2- 9-41	Chicago-Milwaukee(q)	C	E
C. R. I. & P.	1	Peoria Rocket	5	9-19-37	Chicago-Peoria(c)	C-P	D
	1	Des Moines Rocket	5	9-26-37	Chicago-Des Moines	C-P	D
	1	Oklahoma Rocket	4	11-15-38	Kansas City-Oklahoma City	C-P	D
	2	Rocky Mountain Rocket	10	11-12-39	Chicago-Denver	C-P-S	D
	2	Choctaw Rocket	5	11-17-40	Memphis-Oklahoma City	C-P-S	D
	2(k)	Zephyr Rocket	7	1- 7-41	St. Louis-Minneapolis	C-P-S	D
	3	Twin Star Rocket	7	1-14-45	Minneapolis-Houston	C-P-S	D
	5(d)	Golden State	13	2-13-47	Chicago-Los Angeles	C-S	D
	1	Corn Belt Rocket	8	11-23-47	Chicago-Omaha	C-S(s)	D
D. L. & W.	2	Phoebe Snow	8	11-15-49	Hoboken-Buffalo	C-S(s)	D
D. & R. G. W.	6(d)	California Zephyr	11	3-20-49	Chicago-Oakland	C-S	D
F. E. C.	3(d)	Champion	16	12- 1-39	New York-Miami	C-S	D
	1	Dixie Flagler	9	12-17-40	Chicago-Miami(g)	C-S	D
	1(f)	City of Miami	10	12-18-40	Chicago-Miami(g)	C-S	D
	1(e)	South Wind	9	12-19-40	Chicago-Miami(g)	C-S	D
G. N.	5(i)	Empire Builder	12	2-23-47	Chicago-Seattle	C-S	D-E
G. M. & O.	1	Abraham Lincoln	12	7- 1-35	Chicago-St. Louis	C-P-S	D
	3	Rebel	4	7- 1-35	St. Louis-New Orleans	C-S	D
	1	Ann Rutledge	12	7-26-37	Chicago-St. Louis	C-P	D
	2	Gulf Coast Rebel	10	10-29-40	St. Louis-Mobile	C-S	D
I. C.	1	Green Diamond	8	5-17-36	Chicago-St. Louis	C-P	D
	1	City of Miami	11	12-18-40	Chicago-Miami(g)	C	D
	2	Panama Limited	14	5- 3-42(a)	Chicago-New Orleans	S	D
	1	Daylight	7	9-29-46(a)	Chicago-St. Louis	C-P	D
	1	Land-o'-Corn	9	2-12-47(a)	Chicago-Waterloo	C	D
	2	City of New Orleans	13	4-27-47	Chicago-New Orleans	C	D
	1	City of New Orleans	6	4-27-47	Louisville-Fulton	C	S
	1	Miss Lou	4	4-27-47	New Orleans-Jackson	C	D
I. T.	1	City of Decatur	2	11- 7-48	Decatur-St. Louis	C-P	E
	1	Fort Crevecoeur	3	2-27-49	Peoria-St. Louis	C-P	E
	1	Mound City	3	4-14-49	St. Louis-Peoria	C-P	E
K. C. S.-L. & A.	2	Southern Belle	7	9- 1-40	Kansas City-New Orleans	C-S	D
	3	No. 9 and No. 10	7	4- 3-49	Kansas City-New Orleans	C-S	D
L. V.	1	John Wilkes	8	6- 4-39	New York-Pittston	C-P	E-D
	2	Black Diamond	8	7-11-48	New York-Buffalo	C-P	E-D
L. & N.	1(e)	Dixie Flagler	10	12-17-40	Chicago-Miami(g)	C-S	S
	1(e)	South Wind	11	12-19-40	Chicago-Miami(g)	C-S	D
	2	Humming Bird	8	11-17-46	Cincinnati-New Orleans	C-S	D
	2	Georgian	11	6- 1-48	Chicago-Atlanta	C-S	D
M.-K.-T.	3(k)	Texas Special	12	5-16-48	St. Louis-San Antonio	C-S	D

See page 179 for footnotes.

THE STREAMLINERS

Norfolk & Western
"POWHATAN ARROW"



Chicago, Milwaukee, St. Paul & Pacific
"THE OLYMPIAN HIAWATHA"

THE PARADE OF

Railway	No. of Trains	Name of Train	Normal Consist	Placed in Service	Operated Between	Equipment C—Coaches P—Parl. Cars S—Sleepers	Motive Power S—Steam E—Electric D—Diesel
M. P.	2	Missouri River Eagle	6	3-10-40	St. Louis-Kansas City	C-P	D
	1	Delta Eagle	2	5-11-41	Memphis-Tallulah	C	D
	2	Colorado Eagle	7	6-21-42	St. Louis-Denver	C-S	D
	2(k)	West Texas Eagle	11	8-15-48	St. Louis-Dallas	C-S	D
	2(k)	South Texas Eagle	14	8-15-48	St. Louis-San Antonio	C-S	D
	2	Valley Eagle	4	10-31-48	Houston-Brownsville	C	D
N. C. & St. L.	1	Dixie Flagler	11	12-17-40	Chicago-Miami(g)	C	D
	1	City of Memphis	5	5-17-47	Memphis-Nashville	C	S
	2(f)	Georgian	10	6- 1-48	Chicago-Atlanta	C-S	D
N. Y. C.	1	Detroit Mercury	12	7-15-36	Cleveland-Detroit	C-P	S
	1	Chicago Mercury	12	11-12-39	Detroit-Chicago	C-P	D
	2	20th Century Limited	16	6-15-38(a)	New York-Chicago	[illegible]	E-D
	2	Pacemaker	8	7-28-39	New York-Chicago	[illegible]	E-D
	2	Empire State Express	16	12- 7-41(a)	New York-Cleveland-Detroit	C-P	E-D
	1	James Whitcomb Riley	10	4-14-48(a)	Chicago-Cincinnati	C	S
	2	New England States	12	6- 9-49(a)	Chicago-Boston	C-S	D
	2	Commodore Vanderbilt	16	6-19-49(a)	Chicago-New York	S	E-D
	1	Twilight Limited	12	6-19-49(a)	Chicago-Detroit	C-P	D
	2	Detroiter	14	6-19-49(a)	New York-Detroit	S	E-D
N. Y. N. H. & H.	1	Naugatuck	3	9-26-48(a)	New York-Winsted	C	E-D
	1	Puritan	8	4-25-49(a)	New York-Boston(o)	C-P	E-D
	1	New Yorker	7	5-22-49(a)	Boston-New York(o)	C-P	D-E
	1	Bostonian	7	5-22-49(a)	New York-Boston(o)	C-P	E-D
	1	Murray Hill	8	6-26-49(a)	New York-Boston	C-P	E-D
	1	Bay State	8	6-26-49(a)	New York-Boston	C-P	E-D
	1	Yankee Clipper	9	6-26-49(a)	New York-Boston	C-P	E-D
	2	Colonial	10	6-26-49(a)	Boston-Washington	C-P	D-E
	1	Forty-Second Street	7	6-26-49(a)	Boston-New York(o)	C-P	D-E
	1	Gilt Edge	8	6-26-49(a)	Boston-New York	C-P	E-D
	1	Merchants Limited	12	9-26-49(a)	New York-Boston	C-P	E-D
N. & W.	3(e)	Tennessean	12	5-17-41	Washington-Memphis	C-S	D
	2	Powhatan Arrow	7	4-28-46	Cincinnati-Norfolk	C	S
N. P.	6(p)	North Coast Limited	16	9-20-48	Chicago-Seattle	C-S	D
P. R. R.	2	Broadway Limited	15	6-15-38(a)	New York-Chicago	S	E-D
	3(d)	Silver Meteor	17	2- 2-39	New York-Miami-St. Petersburg	C-S	E
	2	Trail Blazer	10	7-28-39	New York-Chicago	C	E-D
	2	Pittsburgher	12	9-24-39(a)	New York-Pittsburgh	S	E-D
	3(d)	Champion (East Coast)	17	12- 1-39	New York-Miami	C-S	E
	1	South Wind	12	12-19-40	Chicago-Miami(g)	C	D
	3(d)	Southerner	9	3-31-41	New York-New Orleans	C	E
	3	Jeffersonian	13	4-27-41	New York-St. Louis	C	E-D
	4(d)	Champion (West Coast)	16	12-12-46	New York-St. Petersburg	C-S	E
	3(d)	Silver Comet	6	5-18-47	New York-Birmingham	C-S	E
	3(d)	Silver Star	7	12-12-47	New York-Miami	C-S	E
	2	Liberty Limited	12	4-26-49(a)	Washington-Chicago	C-S	E-D
	2	General	13	6-26-49(a)	New York-Chicago	S	E-D
	2(e)	Colonial	10	6-26-49(a)	Washington-Boston	C-P	E
	3	Spirit of St. Louis	14	8-18-49(a)	New York-St. Louis	S	E-D
	2	Golden Triangle	13	9-15-49(a)	Pittsburgh-Chicago	C-S	D
	2	Cincinnati Limited	14	9-25-49(a)	New York-Cincinnati	C-S	E-D
Reading	1(f)	Royal Blue	8	6-24-35	Jersey City-Washington	C-P	D
	1	Crusader	5	12-13-37	Philadelphia-Jersey City(c)	C	S
	1	Wall Street	5	3- 1-48	Philadelphia-Jersey City	C	S
	1	Schuylkill	7	11-14-48	Pottsville-Philadelphia(c)	C	S
	1	King Coal	11	9-25-49	Shamokin-Philadelphia	C-P	S
R. F. & P.	3(d)	Silver Meteor	17	2- 2-39	New York-Miami-St. Petersburg	C-S	S
	3(d)	Champion (East Coast)	17	12- 1-39	New York-Miami	C-S	S
	4(d)	Champion (West Coast)	16	12-12-46	New York-St. Petersburg	C-S	S
	3(d)	Silver Comet	13	5-18-47	New York-Birmingham	C-S	S
	3(d)	Silver Star	17	12-12-47	New York-Miami	C-S	S
St. L.-S. F.	2	Firefly	7	12-10-40	Kansas City-Oklahoma City	C-P	S
	2	Meteor	13	5-14-48	St. Louis-Oklahoma City	C-S	D
	3(k)	Texas Special	12	5-16-48	St. Louis-San Antonio	C-S	D

(See facing page for footnotes.)

THE STREAMLINERS

Illinois Central
"PANAMA LIMITED"

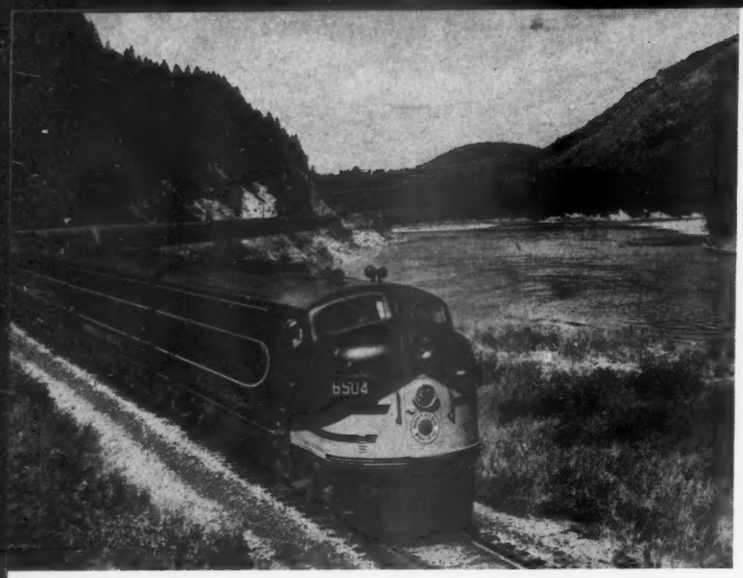
Railway	No. of Trains	Name of Train	Normal Consist	Placed in Service	Operated Between	Equipment C—Coaches P—Parl. Cars S—Sleepers	Motive Power S—Steam E—Electric D—Diesel
S. A. L.	3(d)	Silver Meteor	17	2- 2-39	New York-Miami-St. Petersburg	C-S	D
	3(d)	Silver Comet	13	5-18-47	New York-Birmingham	C-S	D
	4(d)	Silver Star	11	12-12-47	New York-Miami	C-S	D
Southern	3(d)	Southerner	8	3-31-41	New York-New Orleans	C	D
	3	Tennessean	12	5-17-41	Washington-Memphis	C-S	D
S. P.	4(k)	City of San Francisco	14	6-14-36	Oakland-Chicago	C-S	D
	2	Morning Daylight	19	3-21-37	San Francisco-Los Angeles	C-P	S
	1	Sunbeam	6	9-19-37	Houston-Dallas	C-P	S
	1	Hustler	6	9-19-37	Houston-Dallas	C-P	S
	2	Lark	20	5- 1-41(a)	San Francisco-Los Angeles	S	S
	2	San Joaquin Daylight	14	7- 4-41	Oakland-Los Angeles	C	S
	1	Sacramento Daylight	5	6- 2-46	Sacramento-Lathrop	C	S
	5(d)	Golden State	13	2-13-47	Los Angeles-Chicago	C-S	D
	2	Shasta Daylight	15	7-10-49	Oakland-Portland	C-P	D
	2	Starlight	14	10- 2-49	San Francisco-Los Angeles	C-P	S
S. P. & S.	1	Empire Builder	7	2-23-47	Portland-Chicago	C-S	D
T. & P.	2(k)	West Texas Eagle	13	8-15-48	St. Louis-Dallas	C-S	D
	2(k)	South Texas Eagle	14	8-15-48	St. Louis-San Antonio	C-S	D
	2	Louisiana Eagle	9	10-10-48	New Orleans-Fort Worth	C-S	S
U. P.	4(k)	City of Portland	13	6- 6-35	Chicago-Portland	C-S	D
	4(k)	City of Los Angeles	13	5-15-36	Chicago-Los Angeles	C-S	D
	4(k)	City of San Francisco	15	6-14-36	Chicago-San Francisco	C-S	D
	2(k)	City of Denver	11	6-18-36	Chicago-Denver	C-S	D
	3(k)	City of St. Louis	12	6- 2-46	St. Louis-Cheyenne (b)	C-S	D
Wabash	3(k)	City of St. Louis	12	6- 2-46	St. Louis-Cheyenne(b)	C-S	D
	1(k)	City of Kansas City	7	11-26-47	St. Louis-Kansas City	C-P	D
W. P.	6(d)	California Zephyr	11	3-20-49	Chicago-Oakland	C-S	D

(a) Date train was streamlined
(b) Train is divided at Cheyenne, with through cars operating to Los Angeles, Oakland and Portland
(c) Each train makes two round-trips daily
(d) Ownership of equipment, except motive power, shared with roads over which train is jointly operated
(e) Equipment, except motive power, owned by road over which train is jointly operated
(f) Equipment, including motive power, owned by road with which train is jointly operated
(g) Operates every third day
(h) Each train makes 1½ round-trips
(j) One train owned by C. B. & Q.—4 trains owned by G. N.
(k) Ownership of equipment shared with other roads over which train is jointly operated
(m) These 2 trains make a total of 3 round-trips, running one round-trip as the "Commuter 400"
(n) Date named streamliner was first placed in service, rather than date on which assigned to present run
(o) Operates only in direction indicated
(p) Seven cars owned by C. B. & Q.—balance by N. P.
(q) Each train makes 2½ round-trips daily
(r) Combined with "San Joaquin Daylight" between Lathrop and Los Angeles
(s) Sleeping car operates northbound only
(t) Tri-weekly

(*Continued from page* 172)

The New York, New Haven & Hartford streamlined twelve of its named trains—including nine New York-Boston Shore Line expresses and the "Colonial," which operates from Boston to Washington, D. C.

On October 31 the Chesapeake & Ohio added another "Pere Marquette" streamliner, operating between Saginaw, Mich., Flint and Detroit. On November 15 the Delaware, Lackawanna & Western inaugurated the "Phoebe Snow," between Hoboken, N. J., and Buffalo, N. Y. The Burlington's "Pioneer Zephyr," which went into revenue service between Lincoln, Neb., and Kansas City, Mo., in 1943, went on the Denver-Cheyenne run on October 16.



Northern Pacific
Chicago, Burlington & Quincy
"NORTH COAST LIMITED"

THE PARADE OF

THE QUALITY OF PASSENGER

New equipment, added refinements to existing streamliners and luxury trains make 1949 a banner year for comfort in main-line train travel

The list of the nation's streamliners, which appears elsewhere in this issue, shows its 15th consecutive increase in the number of such trains, the mileage which they cover, and in the area served by them. But the streamline leaders of the passenger fleets serve only as a barometer of overall passenger service. As the new trains come into being, modern and luxurious equipment becomes available for the standard trains, with the effect that, by now, practically all of the through trains which carry any appreciable number of passengers offer a comfortable ride in new or modern cars. Nor is equipment the only factor which makes for better traveling conditions. Schedules have been speeded up and better arranged to suit requirements; service on trains and in the stations has been pepped up from wartime austerity; and incidentals to travel, such as dining car service, timetables, telephones on trains, and just plain "niceties," have been instituted, improved or expanded by the passenger departments of many lines.

New Luxuries for Existing Trains

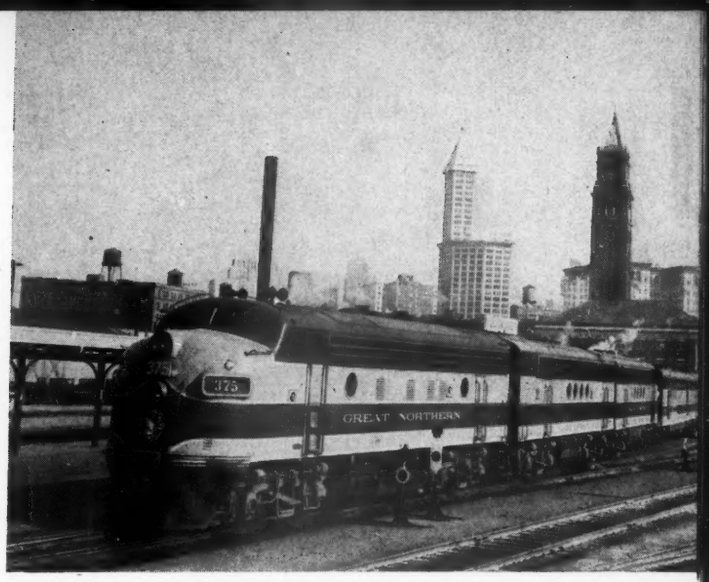
Illustrative of the extent to which trains other than the full-fledged streamliners have benefitted by the new equipment orders is the fact that of the NEW YORK CENTRAL'S postwar order for 720 new, streamline passenger cars, only 220 are regularly assigned to make up that road's ten streamliners. Half a thousand are distributed among other important runs. Trains which were completely re-equipped—except for section sleeping cars, and, in some cases "head-end" cars—include the "Southwestern Limited" between St. Louis and New York, and the "Ohio State Limited" between Cincinnati and New York. The consists of both these trains include new observation-lounge cars.

Near-completion of the PENNSYLVANIA'S postwar car orders made possible a similar general improvement of its main line train consists. The "Broadway Limited"—a streamliner since the Thirties—was re-equipped from "stem to stern." The "Steeler," a fast, 2-hr. 40-min. Cleveland-Pittsburgh train, was established in December, 1948. The "General" was placed on a 16-hr. schedule, and a number of other through trains were speeded up.

With deliveries nearly completed on its extensive postwar orders, the NEW YORK, NEW HAVEN & HARTFORD assigned many new units to "work horse" trains. A large fleet of prewar lightweight coaches and grill cars have been released from the important Shore Line trains to fill out runs elsewhere on the system. During the year substantial reductions were effected in the running time of New York-Boston and New York-Springfield (Mass.) trains. On June 26 the "Yankee Clipper" and the "Merchants Limited" were placed on four-hour schedules. Extra-fare coaches have proved a popular innovation of the "Merchants," formerly an all-parlor car train. The "Cranberry," a seasonal streamlined commuter train operated experimentally this summer between Boston and Cape Cod resorts as distant as Hyannis, Mass., 79 mi., was so well accepted that its September 9 withdrawal date was set back two weeks.

The ERIE and the PITTSBURGH & LAKE ERIE have Dieselized their joint Cleveland-Pittsburgh train service and accelerated schedules, and these trains now arrive and depart from the Union Terminal on Cleveland's Public Square.

The BALTIMORE & OHIO, on May 5, placed all new



Great Northern
Chicago, Burlington & Quincy
"EMPIRE BUILDER"

SERVICE IMPROVES

equipment, including astra-dome cars, on the "Columbian," overnight coach train between Chicago and Washington, with through cars to Jersey City. Patronage up to September 1 was 15 per cent ahead of the same period in 1948. The B. & O. got into the Florida business on September 25 when it inaugurated a Detroit-St. Petersburg sleeping car, operated via Toledo, Dayton and Cincinnati, and thence on the "Southland."

Finer Florida Fleet

The ATLANTIC COAST LINE has added streamline roomette and bedroom sleepers to the former all-coach "Champions" and to the "Miamian." The all-Pullman "Florida Special" between New York and Miami will be fully streamlined when it resumes its seasonal runs on December 16, and for the duration of its season the East Coast section of the "Champion" will be restored to its all-coach status.

The SEABOARD AIR LINE, during the year just past, has added new streamline room sleepers to the "Silver Meteor," the "Silver Star" and the "Silver Comet" between New York, Washington, the Southeast and Florida. Registered nurses now staff the "Silver" streamliners. The SEABOARD and the LOUISVILLE & NASHVILLE have jointly established the "Gulf Wind," an overnight coach and Pullman train between New Orleans, Pensacola and Jacksonville, cutting more than five hours from the previous best schedules. Effective on April 22, the eight roads participating in the operation of the Chicago-Florida coach-streamliners, "Dixie Flagler," "City of Miami" and "South Wind," added all-room sleeping cars to the consist of these trains. The CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC has placed its "Pioneer Limited" between Chicago, St. Paul and Minneapolis on a 40-min. faster schedule.

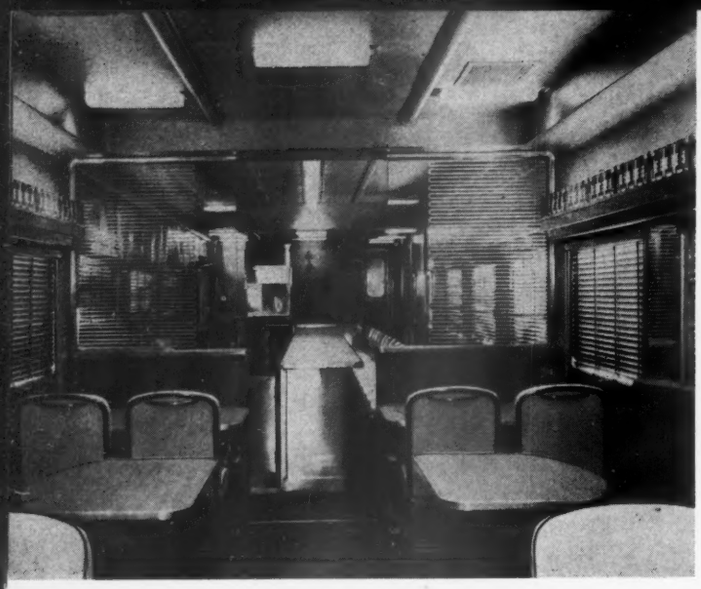
The former "Memphis-Californian" operated between Memphis, Tenn., and Los Angeles, by the CHICAGO, ROCK ISLAND & PACIFIC and the SOUTHERN PACIFIC has been modernized, speeded-up, and renamed the "Cherokee." Included in its consist, for the first time, is a through Los Angeles-Little Rock (Ark.) sleeping car. About November 15, the Rock Island inaugurated a highway bus service between Owatonna, Minn., and Rochester—site of the Mayo clinic—to provide connections with streamliners operating between the Twin Cities and the Southwest.

The GRAND TRUNK WESTERN has substituted a first class train for its former mixed service between Bay City, Mich., Saginaw and Durand, providing three-way connections at the latter point for Detroit, Chicago and Canadian points. The ILLINOIS CENTRAL has inaugurated, for the college season, a "Campus Special," which makes a fast run from Champaign, Ill., to Chicago, 126 mi., every Friday afternoon to accommodate University of Illinois students. The train is Diesel-powered, with streamline equipment. The DELAWARE, LACKAWANNA & WESTERN has recently installed new streamline coaches and roomette sleeping cars on its New York-Buffalo trains, and, in conjunction with the NEW YORK, CHICAGO & ST. LOUIS, between Buffalo, Cleveland and Chicago. The Nickel Plate has modernized all the regularly assigned equipment now in service, but new streamline equipment will replace present equipment on main-line trains by about February, 1950.

The NORFOLK & WESTERN is currently receiving new equipment which will replace older streamline cars on the Cincinnati-Norfolk "Powhatan Arrow." By early 1950, the N. & W. expects to replace heavyweight sleeping cars on most of its local and joint lines with new 10-roomette, 6-double bedroom cars. Some of this new equipment is already in service from Roanoke, Va., Norfolk, and Williamson, W. Va., to New York, via N. & W. and its connections.

Effective October 23, the SOUTHERN, by rerouting one of its Asheville (N.C.) trains through Winston-Salem, greatly improved service between that city and New York, offering a late evening departure with an early morning arrival. At the same time, new 10-roomette, 6-double bedroom cars were assigned to the Winston-Salem line, and to the Raleigh-Durham-New York line.

The CHICAGO & NORTH WESTERN, the UNION PACIFIC and the SOUTHERN PACIFIC are currently taking delivery of new equipment, including "head-end" cars,



Atchison, Topeka & Santa Fe
"EL CAPITAN"

to refurbish their transcontinental streamliners. The WABASH has speeded up by 40 min. eastbound and 45 min. westbound overnight trains between St. Louis and Detroit.

Before the end of the year, the CHESAPEAKE & OHIO expects to have vista dome cars assigned to the "Sportsman" between Detroit, Mich., Richmond, Va., and Newport News. These cars have three drawing rooms, one single bedroom and five roomettes, and 24 seats in the dome.

The DENVER & RIO GRANDE WESTERN plans to place vista dome lounge cars on the "Royal Gorge," operating between Denver and Salt Lake City, via Pueblo, shortly after the first of the year.

Timetables Revamped

The NEW YORK CENTRAL, the CHESAPEAKE & OHIO and the LOUISVILLE & NASHVILLE, among others, have issued simplified "train time-guides" and other forms of condensed schedules, which have multiple advantages. The passenger has an easier job plotting his journey, and the railroad materially cuts its printing bill. The L. & N. concludes that only about 25 per cent of its passengers need or desire the more detailed information in the system folders. The ATCHISON, TOPEKA & SANTA FE now publishes a ticket agent's edition and a separate traveler's edition of its public timetables. The former is the complete 48-page system folder. The latter is a handy 25-page folder with separate condensed schedules for each principal train. Altitudes, mileages and river crossings are listed, in addition to train equipment, a system map and a main line profile.

The UNION PACIFIC is furnishing individual timetables for each of its important trains for insertion in ticket envelopes at the time patrons purchase transportation. The condensed forms measure about 2½ in. by 4½ in. If a passenger buys tickets and space for travel on the "Utahn," for example, from Ogden to Omaha, the agent includes a "Utahn" timetable in the ticket envelope, and checks the departure and arrival times.

The CHICAGO, BURLINGTON & QUINCY, the DENVER & RIO GRANDE WESTERN and the WESTERN PACIFIC have jointly issued a special "California Zephyr" timetable for on-train distribution. Mileage, elevations and a sketch map are included, along with a directory of the train. A separate folder entitled "Vista-Dome Views" is distributed on the train; it lists in station order towns and points of interest en route, together with pertinent facts about them. The Burlington publishes a similar folder for its vista-dome "Twin Zephyrs" between Chicago, St. Paul and Minneapolis. The MISSOURI PACIFIC has issued booklets portraying the legendary and factual backgrounds and development of the communities through which its "Eagle" trains pass. "Magic Windows" is the title of a NEW YORK CENTRAL booklet describing the route of its "Empire State Express" from New York to Buffalo.

A number of roads have gone to publication of daylight saving time in summer suburban timetables where all stations served observe "fast time." The NEW YORK, NEW HAVEN & HARTFORD, the LONG ISLAND and the READING also published timetables of their through trains showing daylight time this past summer, in order to avoid confusion and annoyance to passengers whose clocks are set ahead.

The list of roads which encourage passenger conductors and station forces to avoid abstruse or inadequate replies to inquiries about delayed trains is growing. The PENNSYLVANIA, for one, has published an illustrated pamphlet—"If Trains Are Delayed"—to "brief" employees on relieving passengers of anxiety and uncertainty. The MILWAUKEE distributed to interested employees a leaflet entitled, "We Haven't Any Secrets," pointing out that "people are reasonable [about train delays] when they know the facts," and concluding that "keeping our customers happy will keep us all happy."

To the Heart via the Stomach

Dining car service received much attention, with emphasis on courtesy campaigns. Nearly a dozen roads report that they serve a complimentary demi tasse immediately upon seating for breakfast. The SEABOARD AIR LINE goes one better, with complimentary orange juice, and the TEXAS & PACIFIC has free coffee hours in its diners for coach and Pullman patrons at 10 a.m. and 3 p.m. At least two railroads, the NEW YORK CENTRAL and the TEXAS & PACIFIC, featured special menus for youngsters. They are, for the sake of the children, cut out in the shape of an engine, and, for the sake of the parents, are at reduced rates with dietetically chosen selections. The NEW YORK CENTRAL even encourages good appetites, with the verse:

Chicago, Milwaukee, St. Paul & Pacific
"MIDWEST HIAWATHA"

"An engine seldom eats ice-cream
Or soup or steak to get up steam;
He takes a drink or he will munch
On great big chunks of coal for lunch;
But what he eats is right for him—
It keeps him sleek and swift and slim—
And if I eat what's good for me,
I may grow big and strong as he."

The CENTRAL OF GEORGIA and the MILWAUKEE furnish plastic bibs for their juvenile diner patrons, bearing the words, "I rode Man o' War," or "I rode the Hiawatha," as the case might be. The Milwaukee steward obtains the names of the parents, and the general office sends follow-up letters expressing appreciation for the patronage and inviting return "visits."

Holiday Celebrations on Streamliners

On Christmas Eve and New Year's Eve, the CENTRAL OF GEORGIA distributes to passengers on the "Man o' War" and "Nancy Hanks" colored paper hats and noise makers. Tavern and grill cars are decorated with Christmas trees. Passengers who rode either of the streamliners on their initial trips are invited, should they ride again on the anniversary run, to be guests of the road in the dining car. On the first birthday runs, an 80-lb. cake was served to all passengers by the train hostesses.

"Winkelhoop Takes a Vacation" is one of a series of illustrated child stories which the NEW YORK CENTRAL gives young travelers. Included are "slotties"—cardboard cut-outs of the legendary Winkelhoop and his dog—for the children to punch out and assemble.

Better Service for Commuters

And just to show how much attention the railroads are paying to their prospective passengers—the RIO GRANDE is issuing a weekly fishing bulletin, showing where, at 18 points on its lines, the fish are biting best. For example, from the June 9 bulletin: "Gunnison: all streams high and roily. Some good catches reported on bait. Weather partly cloudy, calm and rainy; temperature 49 to 64 degrees."

The men and women who ride the trains twice a day, five or six days a week, came in for some important improvements in the year just past, and several programs are still in progress. The CHICAGO, ROCK ISLAND & PACIFIC has in service 12 Diesel locomotives which handle 55 per cent of all the passengers carried on its fleet of more than 100 Chicago suburban trains. Delivery is being taken currently on 20 brand new suburban coaches, built at a cost of $2,000,000. The cars are forced-air ventilated, and lighted with fluorescent fixtures. In addition, 115 suburban cars now in use are being modernized with a light paint treatment, aluminum window frames, and forced-air ventilation. As part of the program, 12 principal suburban stations between Chicago and Joliet have been either replaced with a new structure or modernized.

The BURLINGTON has largely Dieselized its suburban service out of Chicago; is modernizing and air-cooling 65 cars, and has on order 30 gallery-type, air-conditioned, stainless-steel commuter coaches, each of which will seat 148 passengers. Burlington commuters were polled recently on their schedule preferences. Commuters on the CHICAGO & NORTH WESTERN had a chance to vote on the interior decorations for 100 suburban cars which are being refurbished.

The CENTRAL OF NEW JERSEY has assigned Diesel power to more than half of its suburban trains out of Jersey City. Before adjusting schedules to meet changing Saturday requirements, questionnaires were distributed to commuters to determine their desires.

The ERIE will Dieselize 60 of its suburban trains in the New York area before the year's end. The PENNSYLVANIA-READING SEASHORE LINES has in progress a program for modernization of 60 cars used in seashore service. These cars are air-conditioned, fitted with improved lighting and heating arrangements, luggage compartments, broad overhead baggage racks, foam rubber seats, and are on roller bearing trucks. The LONG ISLAND now has all 50 of its air-conditioned, double-deck suburban cars in service. Four 1,000-hp. Diesels are in use in light passenger service, and eight 2,000-hp. and four additional 1,000-hp. Diesels are on order for passenger assignments. To speed sales and collection of commutation tickets, the Long Island has designed a permanent pass form consisting of a laminated holder, and containing an identification card bearing the passenger's photograph. As multiple-ride tickets are sold, they are attached to the holder with an adhesive backing.

Spokane, Portland & Seattle
Great Northern
Chicago, Burlington & Quincy
"EMPIRE BUILDER"

STATIONS to Please the Passenger

Desire to promote convenience and comfort of patrons is behind many of the design features now being incorporated on a wide scale in both new and modernized structures

The average traveler by train is having some pleasant experiences these days at passenger stations, both while passing through the stations to and from trains, and also as an occupant of trains as they stop at stations to pick up and discharge passengers and to load and unload baggage, mail and express. If he were to analyze that satisfied feeling as he climbs on a train he would more than likely realize that he has just passed through a new or modernized station where everything is arranged to make it easy for him to buy his ticket and get to his train. As a passenger he cannot help but notice that, in many instances at least, the amount of time his train spends at each station stop is a great deal less than it used to be.

Passenger Dictates Design

An increasing number of passengers are experiencing these favorable reactions only because the railroads have made large expenditures at many stations, large and small, to produce facilities calculated to satisfy their patrons. Passengers would doubtless be highly pleased if they realized that the engineer, in designing a new or modernized station, has uppermost in mind the desires and habits of the traveling public. Experience has shown, for example, that because the present-day traveler usually remains at home until only a few minutes before train time, and then dashes to the station in his car or a cab, waiting rooms need not be as large as formerly. Moreover, for the convenience of the patron, ticket offices are now being placed as nearly as possible in line with the main entrance and the train gates, so that passengers need not search for them in out-of-the-way parts of the stations.

Another guiding principle in designing modern passenger stations is the knowledge that the old-fashioned barred ticket window is literally a barrier between the railroad and the good will of its patrons. The modern way of dispensing tickets across an open counter, or one obstructed only by a glass partition, has brought the railroads, in the person of the ticket seller, into closer and more intimate contact with the buyer. The latter thus is impressed with the fact that he is doing business with people instead of with an impersonal transportation machine.

Designers are also putting many other things into railroad stations in an effort to please the customer. Color schemes are brighter and more cheerful, lighting is more effective, furnishings in waiting rooms are selected with an eye to comfort as well as utility (there may even be drapes at the windows), and a powder room for women is now almost standard equipment. Large "picture" windows are frequently seen, especially when there is an attractive bit of scenery to be viewed.

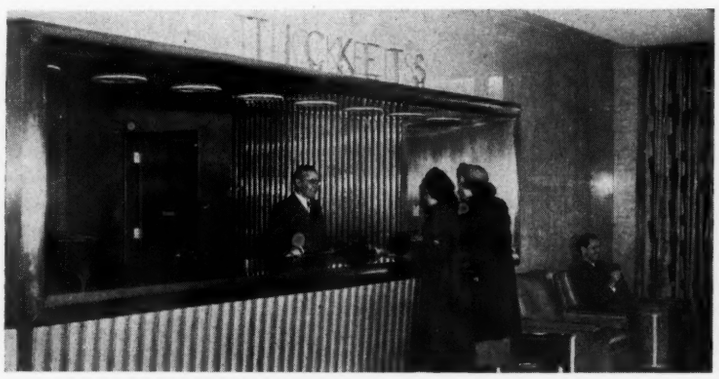
Designs for new or modernized stations generally do not provide for a separate smoking room, a trend that is doubtless attributable to the fact that so many women now smoke. Anyway, it was found that smoking rooms were frequently used more by loiterers and undesirables than by railroad patrons. And toilet rooms have not been neglected; the emphasis here is on modern fixtures, tile floors and wainscots, and sanitary conditions.

THE STREAMLINERS

Texas & Pacific
Missouri Pacific
"TEXAS EAGLE"

The train traveler of today is finding that in many other respects the way is made easier for him in passenger stations. Not only does the arrangement of facilities conform to logical common-sense principles, but the directional information is usually such that the patron is able quickly to find what he wants or to determine which way to go. And he has learned that, in many of the larger stations at least, information on train arrivals and departures will be given out over the public address system. Patrons using some of the larger stations have been pleased, too, to find that the more heavily used doors, especially those between the waiting rooms and the train concourses, are actuated by electric eyes so that they open automatically as they are approached, a feature that is particularly appreciated when both arms are laden.

Still another mechanical device that is being used in stations to help win friends for the railroads is the



Above—Modern ticket counters, as in the Santa Fe's remodeled station at Topeka, Kan., contrast sharply with the barred openings common in former years. Right—Moving stairways, like this one in the Union station at Nashville, Tenn., are a convenience for passengers and help to relieve congestion and regulate traffic. Below—Electric-eye doors, like these in New York's Pennsylvania station, have been gratefully received by travelers

Gulf, Mobile & Ohio
"THE ANN RUTLEDGE"

moving stairway. Such stairways are now a common fixture in many of the larger stations and are also being installed in some new stations of only moderate size.

Moving Stairways Regulate Traffic

When riding from one level to another on a moving stairway the patron knows that he is negotiating a difference in elevation without expending any energy, and he is grateful for the "lift," especially if he is carrying his own baggage. What he probably doesn't realize is that the use of moving stairways in passenger stations has other advantages, in some of which the passenger figures only indirectly. Important among these is the fact that their use relieves congestion by speeding up the flow of passengers, especially in cases where elderly or infirm persons might otherwise cause traffic to be materially slowed down. Their use also permits traffic to be handled in a more orderly fashion, and because their direction of movement can be reversed, they can be used to control the flow of traffic, a factor of great importance when opposing currents of movement might otherwise result in congestion and confusion. Where elevators are not available, such stairways can be used to transfer wheel-chair cases between levels and to aid red caps in handling baggage.

The extent to which the railroads have installed moving stairways in their passenger stations indicates they are well aware of their advantages. According to the Otis Elevator Company, 79 moving stairways have been installed already in railroad passenger stations in the United States and Canada. Of these, 50 were manufactured by that company, and are known as Escalators, and 29 were manufactured by the Westinghouse Electric Corporation, Elevator Division, and are known as Electric Stairways.

These 79 moving stairways have been installed in 25 different stations. The largest installation is in Pennsylvania station at New York, where there are 13 of the stairways. The Pennsylvania's station at Newark, N. J., has 10, and the Kansas City Union station and the Canadian National's station at Montreal, Que., each have 8. All of the other installations range from 1 to 5 of the units. Twenty of the installations of moving stairways were made in existing stations, and five in new structures.

Less obvious to the passenger, but equally as important to him as the betterment of the station buildings, are the improvements the roads are making in track and platform layouts to put the loading, unloading and servicing of trains on a more efficient basis so station stops will be minimized and station operations as they relate to the handling of trains will be generally improved.

In making such improvements a number of obstacles have been encountered. One of these has been the considerable increase in the volume of mail being handled by the railroads. This increase can be traced, at least in part, to the higher rates for express shipments now in effect, which are causing parcels that would otherwise be sent by express to be shipped under parcel post rates. Thus, the railroads not only have a larger volume of mail to handle to and from trains at intermediate stations, but in some of the larger terminals additional trackage, normally used in passenger service, has had to be set aside for handling mail cars.

Another development that has served to complicate the handling of trains at stations is the general increase in the length of passenger trains. Whereas many present-day passenger stations were designed for trains having a maximum length of about 14 cars, trains of 20 cars are common today. To meet this development the platforms at many stations have been lengthened, but frequently this work has been difficult and costly because it required extensive changes in the track layouts. Meanwhile, the Diesel-electric locomotive has come into the picture in a big way and has presented the problem of fueling and servicing such power within the time limits of regular station stops.

At the same time railway engineering and operating officers generally, having in mind the need for shortening passenger train schedules to meet competition, have given careful thought to revamping station layouts as necessary to cut as much time as possible from station stops. Some of the features that have come under their scrutiny are the arrangement of tracks and switches to permit maximum efficiency in switching out cars where this is necessary; the location and design of servicing facilities to allow locomotives to be fueled while their trains are being worked in the station; the proper design and maintenance of station platforms to permit the expeditious handling of passengers and

Lehigh Valley
"THE BLACK DIAMOND"

trucks carrying baggage, mail and express; the proper location of signals so that train movements into and out of stations will be expedited; and the introduction of mechanized equipment for handling head-end business.

Examples Illustrate Progress

As a result of studies along these lines a considerable amount of work has been done to get improved performance in handling trains at stations. An outstanding example of such work is afforded by the project carried out recently by the Atlantic Coast Line at its station at Florence, S. C.* In this work the station tracks and platforms were lengthened to accommodate Diesel-drawn trains of 20 cars; the track layout was revised to speed up movements into and out of the station area; an interlocking plant was installed to control the switches at one end of the station layout and at other points in the area; new platforms were constructed, with the passenger platforms alternating with service platforms; Diesel locomotive servicing facilities were installed at both ends of the service platforms; modern coach-watering hydrants were placed along the service platforms; the station tracks were laid on specially designed concrete slabs; and a new drainage system was installed under the station area.

The new union passenger station that is now being constructed at Akron, Ohio, to serve the Pennsylvania and the Baltimore & Ohio also reflects the careful attention that is being given the arrangement of track and platform layouts, as well as other features, in designing new stations. At Akron the Pennsylvania and the B. & O. jointly operate over the two main tracks. At the new station these tracks will be served by an island platform, at each end of which a narrowed extension will serve a stub-end set-off track. The main platform will be 900 ft. long and the extensions will be 340 ft. and 225 ft. in length.

Between the main tracks and the station there will be a freight track, a switching track and a station track and platform. The station track is to be used primarily for handling mail, baggage and express and is accessible at either end from the main tracks via a series of crossovers. The stub tracks and the station track will each be serviced by water, steam and electric outlets. Mail and baggage are to be handled through the station basement where the floor will be at tailboard height to facilitate the loading and unloading of trucks on an adjacent driveway.

The general arrangement of the station will be such that patrons may move directly between the street and the platforms, with essential services flanking this route. An enclosed concourse will extend from the waiting room over the tracks to and through a bus terminal on the other side. A fixed stairway and a moving stairway will lead from opposite sides of the concourse down to the island platform, and a fixed stairway will lead down to the station track.

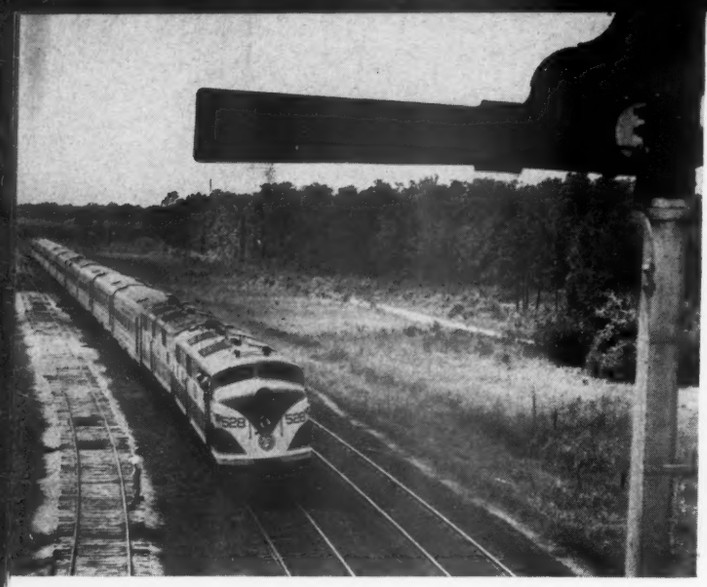
These illustrations would be multiplied many times if a complete list were to be given of the locations at which advanced features of design — all calculated in one way or another to please the patron — are being incorporated in railway stations, either as they are being built new or in connection with modernization projects. Such a list would include projects ranging all the way in magnitude from modernization jobs costing a few thousand dollars up to the $18 million New Orleans Union Passenger Terminal project, which is now getting started.

Other Programs

In between these extremes the list would include such items as the programs that the Norfolk & Western and the Texas & Pacific have under way for the modernization of some of their small stations; the extensive improvement work that the Reading has carried out at its passenger terminal at Philadelphia, Pa.; and the construction by the New York Central of a new station at Toledo, Ohio, a project which is expected to be completed late in 1950.

It is not likely that the average railway passenger has any conception of the money and effort that the roads have spent, and are still spending, in providing better facilities for him at passenger stations. How much or how little thought the patron gives to this aspect of the matter is of little consequence — as long as he realizes from what he sees and experiences that the railroads are steadily doing more and more for his comfort and convenience so they may continue to enjoy his patronage.

*This was described in detail in Railway Age of February 19, 1949.



Atlantic Coast Line
Florida East Coast
Richmond, Fredericksburg & Potomac
Pennsylvania
"EAST COAST CHAMPION"

THE PARADE OF

SIGNALING

Signaling is an important coordinating element in railroading that permits modern trains to be operated safely at the maximum speeds for which the locomotives are designed and for which the tracks have been constructed. In addition, signaling minimizes or eliminates delays when trains meet, thereby effectively cutting overall time between terminals. Of great importance also is the flexibility inherent in the system of authorizing train movements by signals so that trains behind schedule can be given preference, enabling them to arrive at destinations on time every day — an important factor in developing and maintaining the good will of travelers.

More Distance; No More Speed

Modern signaling aids in getting important passenger trains over congested or difficult sections of the line in less time — this being accomplished by higher average speed, which is attained by increasing the lower, rather than the high speeds. For example, many railroads are now using additional signal aspects which save train time by directing enginemen to bring their trains up to and through high-speed turnouts or crossovers at the speeds for which these units of trackwork were designed — often as much as 50 m.p.h. This requires a fourth aspect, Approach Medium, to be displayed on the distant signal when the crossover is lined up for the diverging move. Under previous practice, with the Approach aspect as the best that could be displayed on the distant signal, an engineman, according to rule, is required to reduce speed to about 30 m.p.h. at the distant signal, and to continue at that speed through the block, which usually is about two miles long.

Tests have shown that if a passenger train operated at 85 m.p.h. is slowed down to 30 m.p.h. for one train length of about 1,000 ft., and then is accelerated to 85 m.p.h., the time loss is about 6 min. 30 sec., compared with running through the same distance at 85 m.p.h. If the train is slowed down to only 50 m.p.h., the time loss would be only about 2 min. 45 sec. Thus, additional signal aspects that enable a train to approach and use a turnout at 50 m.p.h., save over 4 min. for each train affected. These time savings vary, depending on the grades, as well as the locomotive and train, but many railroads, by saving a few minutes here and there through the use of additional signal aspects, are aiding passenger train operations.

Especially on heavy-traffic lines where passenger trains are operated at speeds of more than 80 m.p.h., several railroads have in service or are making protective installations in addition to wayside signals. On some roads, these are initial installations, while on others they replace or supplement projects which have been in service for years. Continuous cab signaling, which is one of the systems, involves the use of small signals in the cabs of locomotives, which repeat the aspects of wayside signals. When a change is made to a more restrictive aspect, an audible signal is sounded. A train-stop system — another form of added protection — includes apparatus which automatically applies the brakes if a train passes a signal displaying a restrictive aspect and the engineman does not acknowledge the signal. Both cab signaling and train-stop systems save time in stormy weather where train speeds otherwise might to be reduced for enginemen to observe the wayside signals.

Four-Aspect Signaling

To add flexibility in the spacing between trains and to minimize rough handling when reducing speed or accelerating, several railroads have installed, or plan to install, additional aspects on numerous automatic block signals. When approaching terminals or passing through towns, or over drawbridges or curves where reduced speed is required, the spacing between trains is reduced and then again increased. By using four-aspect signaling with correspondingly shorter blocks, trains can be spaced on a time-and-braking-distance basis and, therefore, can pass through such areas with a minimum of unnecessary speed reductions, and perhaps stops.

During 1949, as well as in other recent years, the railroads have been active in the installation of power switches at sidings and outlying junctions. These

THE STREAMLINERS

Reading
Central of New Jersey
"CRUSADER"

Aids On-Time Train Performance

Reduces overall schedules by eliminating stops and delays, and increases flexibility of operations to permit trains to make up time if running late

switch machines and signals are controlled remotely from some central point on an extended territory which may be up to a complete division of 100 to 200 mi. In such installations, known as centralized traffic control, the switches are lined up ahead of time, so that trains can enter and leave sidings without stopping for brakemen to operate hand-throw stands. The signals, controlled from the central point, also display aspects that authorize train movements, thus eliminating previous methods involving timetables and written train orders.

The panel of the control machine includes lamps which indicate the locations and progress of all trains so that trains can be directed to meet on close time, thereby reducing delays. This system of centralized traffic control is now in service on more than 10,000 mi. of single-track railroad in the United States and Canada. Also, it is in use on several extended sections of double track. For example, the Chicago & North Western will soon complete such a project on 74 mi. of two-track main line between West Chicago, Ill., and Nelsons. In this project, both tracks are signaled for train movements in both directions, just the same as two single-track main lines side by side. Power-operated crossovers are located an average of about seven miles apart. In the morning, when the preponderance of traffic is eastbound toward Chicago, faster trains can be crossed over to run around slower ones, or slower trains can be crossed over to allow faster trains to pass. In either instance, all trains are kept moving rather than some being required to take siding and lose time waiting. More than two-thirds of the system is now in service and the results in saving train time are highly satisfactory.

Three factors are increasing the hazard at highway-railroad grade crossings: (1) the rapid increase in the number of highway vehicles; (2) the faster speeds at which these vehicles are operated; and (3) the recklessness of drivers in failing to observe and obey warning protection. In consequence, obstructions such as gates, in addition to signals, are desirable at many crossings, especially at multiple-track crossings where drivers disregard signals and proceed onto the tracks as soon as the rear of a train passes, risking being struck by a second train on another track. Recognizing these considerations, electrically operated gates were installed at about 385 crossings in 1948 and many further installations have been made during the current year.

In some towns, the railroads, in cooperation with city authorities, have installed gates at the principal street crossings and have closed some of the other crossings which were used but little. As a result of the uniform maximum protection thus provided at all crossings, and in service constantly, the railroads have been authorized to remove drastic speed restrictions for trains while passing through these towns. The effect of lifting these speed restrictions is seen clearly in the case of a typical modern passenger train operating normally at about 85 m.p.h. on level track. If the speed of such a train is reduced to only 50 m.p.h., rather than to 20 m.p.h. for a distance of about a quarter of a mile through a town, the saving in time will be more than 4 min.

In order merely to regain this 4 min., a train normally operating at 85 m.p.h. would have to increase speed to an average of 90 m.p.h. for about 100 mi., depending on local conditions.

Delaware, Lackawanna & Western
"THE PHOEBE SNOW"

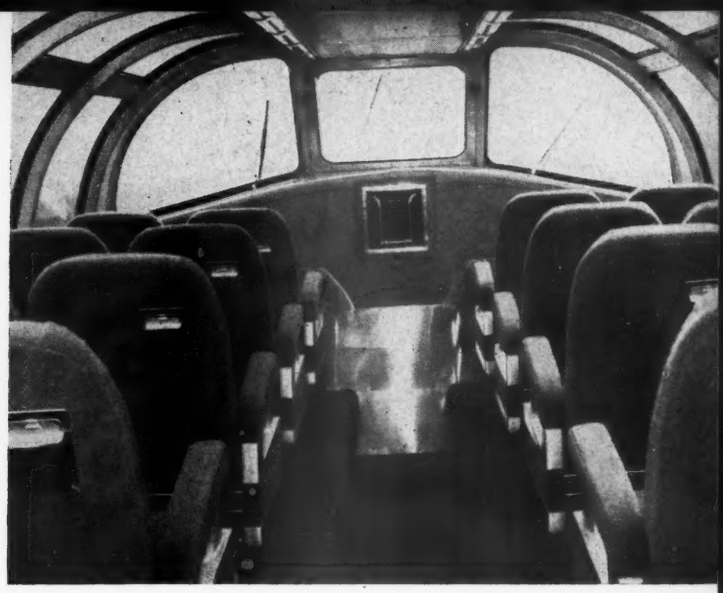
NUMBER PLEASE?

Public phone service on through passenger trains is an added convenience enabling patrons to make calls to their offices or homes at reasonable rates or to receive calls en route

As an added convenience to passengers, several roads, in collaboration with the Bell System, are providing commercial telephone service on their more important through passenger trains which enables travelers to make and receive calls between the trains and their homes, offices, other phone-equipped trains, or practically any place else in the world served by telephone. Most recently installed is the Southern Pacific service, which follows earlier installations on the Pennsylvania, the Baltimore & Ohio, the New York Central and the New Haven.

Passenger using public telephone in private booth on the lounge car of the Baltimore & Ohio's "Royal Blue," operating between Washington, D. C., and New York

Southern Pacific passenger agent placing call for a traveler aboard the road's "Lark," which operates nightly between San Francisco, Cal., and Los Angeles. Radio telephone equipment controls are shown at the right



Chicago, Burlington & Quincy
"TWIN CITIES ZEPHYRS"

The phone service is provided by the installation of two-way radio telephone transmitting and receiving equipment on the trains, which operates in conjunction with the mobile radio communication service of the various telephone companies in the areas through which the trains operate. To place or receive calls on moving trains, a railroad attendant usually is on hand to assist passengers. All calls are handled to and from a train through the nearest mobile communication operator of the phone company. This operator, in turn, completes connection of the calls with other operators in the country's telephone network to destination points.

The cost to the railroads of this service is not small. In addition to the costly installation of radio telephone equipment, heavy operating expenses are involved. The actual cost to passengers of using the telephone, however, is about the same as the cost of daytime person-to-person calls on office and home phones, with a minimum charge in the neighborhood of 30 cents.

On the "Larks"

The Southern Pacific inaugurated this service on its two "Lark" trains, operating nightly between San Francisco, Cal., and Los Angeles, 470 mi., on September 19 of this year. Telephone booths are installed in the lounge cars of the twin trains. That the service on the Southern Pacific is appreciated by travelers is indicated by the fact that an average of 30 calls are made each trip. Calls from the trains are handled through mobile radio stations at Oakland, Cal., Salinas and Los Angeles. To help the public to reach the trains en route by telephone, the "Larks" are listed in the classified sections of the San Francisco and Los Angeles telephone directories. This installation climaxed tests and experiments with train radio telephone service during the past year. It is said to be the first of its kind on any railroad west of Chicago.

New Haven and New York Central

The New Haven's "Merchants Limited" and "Yankee Clipper," involving two trains in each case, operating between New York and Boston, Mass., 229 mi., are equipped with the public telephones. The road established the service on these trains in 1948.

The New York Central has had public telephones for some time on its "Twentieth Century Limited" trains, operating each way daily between New York and Chicago, 971 mi., although phone service is available at present only between New York and Buffalo, N. Y., 436 mi. The phones are located in the lounge-secretary-barber cars. Ten fixed radio stations of the Bell System are used for the wayside telephone service. These are at New York, Peekskill, Kingston, Guilderland, Albany, Fonda, Utica, Syracuse, Rochester and Buffalo.

The telephone on these New York Central trains has found more than expected popularity, according to the railroad. Between September 17, 1948, and September 7 of this year, 5,357 telephone calls had been made from the train, and hundreds of others were received. These calls were made to every continent in the world, to the liner "Queen Elizabeth" at sea, and in one instance, a call helped to save the life of a seriously ill passenger, who was removed from the train to an ambulance at Syracuse, N. Y.

"Congressional" and "Royal Blue"

Public telephones on Pennsylvania trains were originally inaugurated on the "Congressional Limited" (two trains) between New York and Washington, 227 mi., on August 15, 1947, and on the "Potomac" from Washington to New York, and the "Legislator" from New York to Washington, on August 22 of the same year. Similar service was provided on the Baltimore & Ohio's "Royal Blue," also operating between New York and Washington, at the time it was established on the Pennsylvania's "Congressional." The Pennsylvania, in March of this year, extended the public radio telephone service to the "Broadway Limited" (two trains) between New York and Chicago, 908 mi., on which the service at present is available only between New York and Harrisburg, Pa., 195 mi.

While the roads mentioned have made strides with public telephone service in recent years, the Canadian National should not be overlooked. Tests and experiments with the use of public radio telephone service on passenger trains were conducted by this road in 1929, and this type of communication was in regular service for an extended period in 1930, on certain trains between Montreal, Que., and Toronto, Ont.

Baltimore & Ohio
"CINCINNATIAN"

New Ways to Handle Reservations and Issue Tickets

In the past year and more substantial progress has been made by the railroads in making it easier for the passenger to get his ticket and space reservation. Since some of the loudest complaints about railroad passenger service have grown out of real or alleged difficulties and delays at the ticket office, any improvement along these lines cannot help but bring good will and, perhaps, new business.

Many Plans Being Tried

Among the means by which various railroads have achieved favorable results in their efforts to make the procurement of railroad and Pullman reservations and tickets less annoying to the patron are: (1) the use of ticket vending machines of several different types; (2) reservation control systems which speed the work and eliminate many chances for error; (3) establishment of the "will call" system in many ticket offices; (4) delivery of tickets to the home or office of the patron; and (5) mailing commutation tickets to customers who sent in checks and orders.

A number of the larger railroads have been using ticket accounting machines of various types for several years. There is still some question as to whether or not these machines make service to the patron at the ticket window speedier, but there are many reports of the favorable impressions made on passengers when they see the machines in use. Modernity and progressiveness in a railroad office appeal to travelers who are accustomed to the "front" put on by the air lines. Several railroads report that passengers like to see the purchase price of the ticket printed on it. The Baltimore & Ohio, Missouri Pacific, Chicago, Milwaukee, St. Paul & Pacific and the Canadian Pacific are among the users of these devices. The latter road has been so pleased with its first installation of one machine that it has placed an order for enough machines to equip two of its larger stations.

Ticket Vending Machines

To date, there are two types of ticket vending machines in use, one of which functions in much the same manner as a cash register, while the other is a matrix-operated machine. Both devices produce a ticket on stock which may be either completely blank or partially preprinted. The present day cash-register type machine will print and issue either one-way or round-trip tickets to about 100 different destinations, with the ticket showing points of origin and destination, date of issue, serial number, the fare (including excise tax) and a symbol identifying the ticket seller. (All this information is put on the ticket merely by pressing keys on the face of the machine.)

At the time the ticket is being issued, the register makes also an auditor's stub which contains the same information and records data on a tape which is kept in the machine under lock. The matrix-operated ticket vendor, on the other hand, is activated by the fingers on the matrix or key, with separate matrices being used for each destination, and a different one if the ticket is for a round trip. This machine also makes an auditor's stub, but where the cash-register type makes one tape, the matrix-operated ticket vendor makes two, one of which comes out of the machine for the convenience of the ticket clerk in making up his tour sheet, while the other stays locked in the machine, awaiting the visit of the auditor.

These machines are still in some respects in the experimental stage of development, and the manufacturers are engaged in constant efforts further to improve

Seaboard Air Line
Richmond, Fredericksburg & Potomac
Pennsylvania
"THE SILVER METEOR"

them. As research continues there is prospect of developments in this field that will result in decided economies through machine-issuing of tickets.

Several roads, including the Pennsylvania, Southern Pacific and Chicago, Rock Island & Pacific have installed improved systems of reservation control within the past year. The Pennsylvania, for example, has installed the newest type Wassell units, which consist of nine spinning drums, three each on three levels, all rotating independently as well as revolving about a single axis. Instant visualization of the types of accommodation available on 54 passenger cars each day for a period of 90 days ahead can be provided on each of these units. Removable colored pegs indicate what accommodations are available in each car over a three-month period. Clerks who use these boards for reservation control wear headphones and talk directly to ticket agents or the public. Thus information is speeded, many chances for error are eliminated and the cost of providing the service is cut. The Southern Pacific finds, too, that the morale and efficiency of the reservation clerks have been improved through the use of similar equipment.

Reservation Control

Other railroads have found that central reservation bureaus and improved communications have helped to eliminate duplicated sales of space while speeding their service. The Texas & Pacific, for example, recently established a central reservation bureau at Dallas, while several roads have increased the number of telephone lines running into their reservation bureaus, in order to speed up the handling of passengers' requests, while the Missouri Pacific recently installed a teletype in its reservation bureau, in order to be able to take care of requests for space from outlying stations.

A great many railroads, among them the Missouri-Kansas-Texas; Illinois Central; Chicago, Burlington & Quincy; Chicago & North Western; Western Pacific; Texas & Pacific; Baltimore & Ohio; Great Northern; Wabash; Southern Pacific and Seaboard Air Line have instituted what has been designated generally as the "will call" system of handling tickets and reservations. Under this plan the patron is encouraged to telephone his local ticket office when making his request for reservations. After the reservation is made, the customer is advised that on or after a specified date and time he can call at a definite place, or window in the larger stations, where he will find his tickets made up and waiting for him, and he has only to pay for them. This saves him much time, and has the additional value of keeping down congestion at ticket windows where passengers may be buying local tickets.

Still other lines have found that in many cities, delivery of tickets to the homes or offices of patrons has earned them much good will. In Cleveland, for instance, the Pennsylvania, New York Central and Nickel Plate have instituted such a system, which has been in operation for some time. The service is available daily, including holidays, from 8:30 a.m. until 10:00 p.m. Some of the railroads charge a nominal fee for this service while others provide it free.

Commuters, Too

Recent developments indicate that the railroads' steadiest, if not most profitable, customer, the commuter, has not been forgotten in making service improvements. The Central of New Jersey, for example, has recently joined the ranks of roads that will mail commutation tickets to patrons, if the rider so desires. Under the C. of N. J. plan, the patron merely signs an authorization to his local bank to deduct the cost of the ticket from the purchaser's regular checking account and pay that amount to the railroad. When the railroad mails the ticket to the commuter it notifies the bank that it has done so, and the bank in turn pays the road. The Long Island has a similar program. While the idea is not exactly new, it does go far toward eliminating one cause of complaint which some commuters have been making much of, namely, standing in long lines to get their tickets.

In spite of developments like these, there are occasions when passengers have to wait in stations or ticket offices while their tickets or reservations are being arranged and made up. Especially in their city ticket offices, many roads have made it possible for those who wait to sit in comfortable chairs in attractive and cheerful surroundings. As soon as the arrangements are completed the customer is called. Such provisions have elicited much favorable comment and their extension to more cities is one of the means by which the railroads cultivate good will.

Chicago & Eastern Illinois
Louisville & Nashville
Nashville, Chattanooga & St. Louis
"THE GEORGIAN"

CARRY YOUR BAGS, MISTER?

A leading passenger traffic officer has stated that handling hand baggage is one of the biggest deterrents to the railroads' efforts to secure competitive passenger business. A *Railway Age* inquiry sent to all the principal passenger-carrying roads brought answers disclosing that nearly every line is putting a lot of thought to this problem. There have been a number of experiments, and some are working out pretty well. The problem has been, and always will be, one short of complete solution, however, since baggage is the personal possession of the human being with whom it travels.

Dealing with it is almost as delicate a job as dealing with the individuals themselves. Some people don't want to be separated from their in-transit possessions by more than arm's length; others want them to get to the destination with as little ado as possible. To each traveler, his particular impediment is a personal possession of the very greatest importance. Regardless of its material value, separation from it invariably brings about inconvenience and anxiety, and sometimes downright hardship.

Conversely, everybody else's baggage is a nuisance. It clutters up the cars, and its unloading at stations is a source of irritating delays.

What's Being Done About It?

More than a dozen railroads report that, on trains carrying porters, they are identifying passengers' hand baggage with tags of different colors so that the car attendants can readily pick out bags for the next station and move them, in advance, to the vestibules. Some roads have carried this scheme a step further. If passengers desire to have their bags delivered directly to station taxi stands, the tags are so marked, and after the passengers detrain, the baggage is taken off and moved promptly to the cab stand. Both the Southern Pacific and the Western Pacific handle baggage from principal trains arriving at Oakland Pier, Cal., on hand trucks which go across on the ferries so passengers may claim their luggage at the San Francisco side. The system is reversed for eastbound passengers.

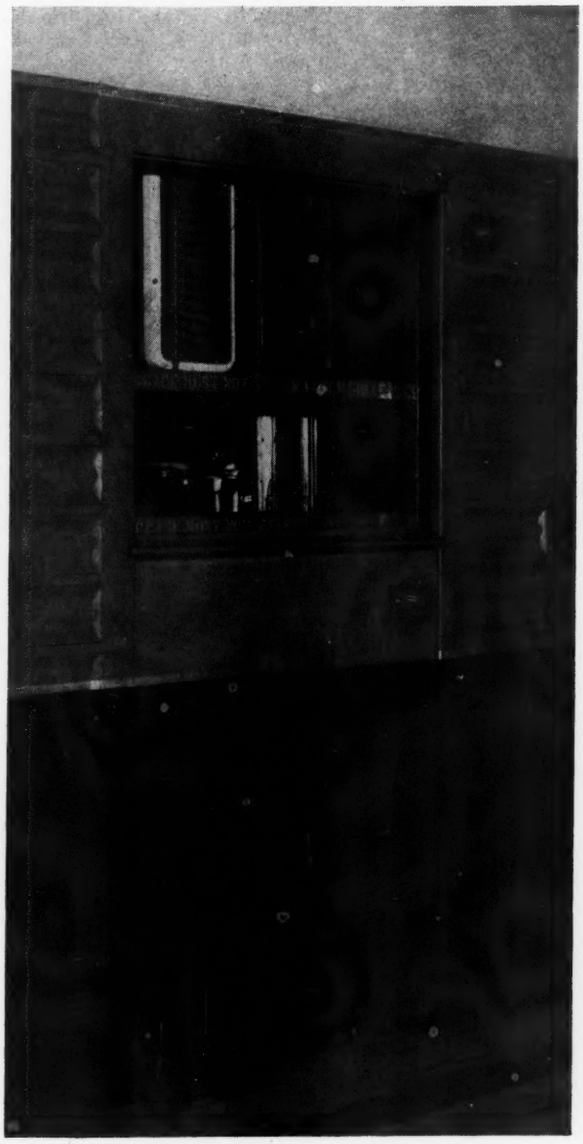
The Southern Pacific has "double-ended" the tag system. A passenger arriving at the taxi or automobile entrance of some of its larger stations is approached by a red cap who inquires as to his train, destination, and space. If the passenger already has reservations, and desires to be relieved of his baggage, it is tagged with a numbered check, colored to indicate the destination. The passenger gets a stub off the check as his claim check. He goes, unencumbered, either to the ticket window to pick up his space, or to the train. At the end of his journey the procedure is reversed, and he claims his bags at the taxi stand without any intermediate handling. The baggage is, of course, available to him en route if he needs it.

Elevators for Baggage

This check system is a perfect adjunct to the S. P.'s baggage-elevator cars which have been in service since 1936 on the San Francisco-Los Angeles "Daylights," and which are included in the equipment of the new "Shasta Daylights" and the "Starlight." The baggage elevator is a four level compartment with access doors both inside and outside the car. Before loading, three adjustable shelves rest directly upon each other at the floor of the compartment. As each shelf is loaded from the platform, it is lifted—by the touch of a button—to make room for loading the shelf under it. When loading is completed from the outside, the exterior door is shut and locked.

En route, the porters sort the bags by destination, using the colored tags, and arrange them in station order from the bottom shelf up. The elevator on the off-station side is used for storage when necessary. While passengers are leaving the train, the porter, or red caps on the platform can open the outside door and unload the bags. The elevators serve a three-fold

Western Pacific
Denver & Rio Grande Western
Chicago, Burlington & Quincy
"CALIFORNIA ZEPHYR"



Baggage elevators keep hand luggage out of the vestibules when passengers are loading and unloading, and provide a storage space for baggage while in transit. The Southern Pacific provides this feature on its "Daylights" and the "Starlight"

purpose: they (1) simplify handling en route; (2) minimize baggage in the passenger section of the cars; and (3) elininate irritating delays at stations. After 13 years of use, the Southern Pacific reports that the elevators are highly successful on its heavily patronized day trains. Mechanical failures of the electrically operated shelves have been inconsequential.

Train-to-Train Transfer

Five railroads entering the Union Station at St. Louis initiated last June an experimental train-to-train transfer of baggage for Pullman passengers. A passenger arriving on a train of any of the five roads arranged with the porter, at the standard fee of 15 cents, to have his baggage tagged and delivered to his outbound space on the connecting line. The passenger was not troubled again. On boarding his connection, the baggage would be waiting for him. While the plan recently "ran afoul" of technicalities and has been temporarily suspended, it was well received during its four-months' tenure, and passenger traffic officers of the roads involved hope that the difficulties can be overcome.

Baltimore & Ohio and Erie passengers arriving at Jersey City may hand over their bags before they leave the trains, and have them delivered at the transfer motor coach terminals in midtown New York. At Chicago, the Erie has established a system whereby passengers going through Chicago may check bags with the train porter, without charge, for transfer to the outbound station parcel rooms, provided that the connecting train schedule provides sufficient leeway. The Parmalee Transportation Company handles the interstation transfer.

It has been suggested that the Erie system might well find wider application at Chicago. The transcontinental sleepers, as switched from one road to another at Chicago, have proved in service to be, in effect, little more than baggage cars. [The cost of switching between roads at Chicago is reported to average in excess of $40 a car.] Passengers rarely stay with the cars, and generally complain if a late arrival cuts out their Chicago layover; their primary interest in the through-car arrangement seems to be relief of the baggage burden. A baggage transfer system, it appears, might permit discontinuance of expensive switching moves, and still meet the needs of most of the passengers.

Chicago, Milwaukee, St. Paul & Pacific
"MORNING HIAWATHA"

THE PARADE OF

1,089 Passenger-Train Cars On Order

Passenger-train cars on order for domestic railroads on November 1, 1949, totaled 1,089, compared with 2,007 on order on November 1, 1948. Between these two dates 959 passenger-train cars were delivered to railroads of the United States and 119 were placed on order.

The number of passenger-train cars in domestic service on January 1, 1949, was 44,711, of which 1,724 were postal cars, 14,063 baggage and express cars, 17,150 coaches, 948 parlor, club lounge, observation and sleeping combinations, 6,234 sleeping cars, 2,592 coach combinations, 1,730 dining cars and 270 other type cars. Domestic Class I railroads owned 38,870 passenger-train cars on January 1, 1949. The age groups into which the Class I-owned cars fall are shown in the accompanying graph. A description of certain of the cars now on order, and of some of the trains in which they will be used, follows.

All but two or three of the cars on order for the ATLANTIC COAST LINE are expected to be delivered by December 15. The cars are the undelivered portion of 74 ordered for use, in conjunction with equipment supplied by the FLORIDA EAST COAST, the PENNSYLVANIA and the RICHMOND, FREDERICKSBURG & POTOMAC, in three daily trains between Florida and New York—the "Florida Special," the "East Coast Champion" and the "West Coast Champion." When deliveries are completed the 74 cars will have cost approximately $8,400,000.

The sleeping cars being built by the Pullman-Standard Car Manufacturing Company for the BALTIMORE & OHIO will cost about $160,000 each and when delivered—the schedule is for the first quarter of 1950—will be placed in service on the "Capitol Limited."

By eliminating some trains and consolidating others, the CHESAPEAKE & OHIO reports, its need for part of the streamline equipment ordered in 1946 has been eliminated. Consequently, the C. & O. sold its place in line for some of the cars to other railroads. Deliveries of the cars still on order are expected to start in the first half of next year. As cars are received they will be used to replace older equipment.

The CHICAGO & NORTH WESTERN passenger-train cars, with the exception of the four sleeping cars, are being built for local service. The sleepers will be placed in Chicago-West coast service. The 30 double-deck coaches which the Budd Company is building for the CHICAGO, BURLINGTON & QUINCY are intended for suburban service between Aurora, Ill., and Chicago.

Some of the cars ordered by the DENVER & RIO GRANDE WESTERN will be used to re-equip entirely the overnight "Prospector" trains between Denver, Colo., and Salt Lake City, Utah. Other cars with 3 new "Vista Dome" cars recently acquired from the C. & O., will replace equipment now in service on the "Royal Gorge." All cars, it is expected, will be delivered before June, 1950.

Plans of the Great Northern

The approximate cost of the cars ordered by the GREAT NORTHERN is $14,625,000. Fifteen of the cars ordered from the American Car & Foundry Co.—3 baggage-mail cars, 7 coaches, 2 cafe-coaches, 2 parlor-observation cars and 1 cafe-observation car—will make up three 5-car streamliners, two of which will operate between Seattle, Wash., and Vancouver, B. C., as the "Morning Puget Sounder" and the "Afternoon Puget Sounder." The third 5-car streamliner will be the "Red River Limited," running between St. Paul, Minn., and Grand Forks, N. D. All three will be on faster schedules than the trains now in use between the respective terminals. Delivery of these cars is scheduled for the second quarter of 1950. Deliveries of the other

Missouri Pacific
"COLORADO EAGLE"

cars on order are expected to begin in March, 1950, and to be completed during the first half of 1951. The cars will be used chiefly for the new streamliner fleet that will take over the "Empire Builder" run. The present streamlined "Empire Builder" fleet, which went into service early in 1947, will be transferred to the "Oriental Limited."

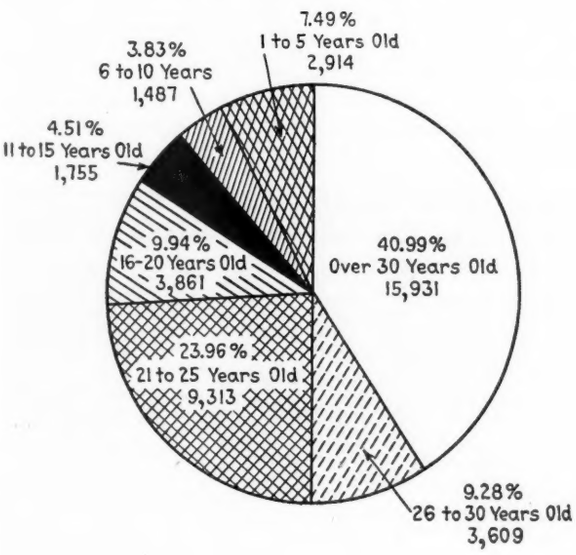
Costing a total of about $500,000, the cars on order for the GULF, MOBILE & OHIO have been promised for delivery early next year. They will be assigned to the Chicago-Mobile, Ala., through-car service: the "Alton Limited-Gulf Coast Rebel" southbound, and the "Gulf Coast Limited-Abraham Lincoln" northbound. All the ILLINOIS CENTRAL's new cars, which are to be delivered in the first quarter of 1950, will be assigned to the "Panama Limited."

The baggage-dormitory cars on order for the LOUISVILLE & NASHVILLE will operate on the "Crescent Limited" between New Orleans, La., and New York in conjunction with cars provided by other roads. Although it is not now known between what points the mail-baggage cars will be used, they also will go into the "Crescent Limited."

The 100 multiple-unit coaches ordered from the St. Louis Car Company by the NEW YORK CENTRAL will operate in the road's New York suburban territory. Delivery of the cars, each of which will cost approximately $110,000, is expected to start in December, to be completed in November, 1950. The cars will be air-conditioned, equipped with fluorescent lighting, and have 130 seats, with double seats on one side and seats accommodating three passengers on the other.

Passenger-train cars on order for the SOUTHERN are the remainder of 101 ordered by the road for use in trains operated in conjunction with connecting lines. The equipment is being used to replace all passenger-carrying cars on the "Southerner" and the "Tennessean." Room-type cars will be added to the consist of the latter. In addition, the "Crescent" is being streamlined as an all-room train, and the "New Royal Palm," between Miami, Fla., and Cleveland, Ohio, Buffalo, N. Y., and Cincinnati, Ohio, which is to be a coach-section-room train, will be placed in service. New streamlined room-type cars are being assigned to off-main-line points, the road reports, to give its passengers in those important traffic-producing areas the benefit of the best in modern passenger equipment. Streamlined cars replaced in the "Southerner" and the "Tennessean" will be assigned to other service, but not to streamline fully any existing trains. In addition to purchasing the new cars the road has undertaken a program of completely modernizing its standard weight passenger coaches.

Age of Passenger-Train Cars in the United States*
(CLASS I RAILROADS, JANUARY 1, 1949)
TOTAL OWNED — 38,870



*Based on date originally built
Source: American Railway Car Institute

To Cut "Sunset Limited" Running Time

Within the next nine months the SOUTHERN PACIFIC expects to make many additions to and improvements in its passenger service. All cars on order from Budd will operate on the "Sunset Limited" between New Orleans, La., and Los Angeles, Cal. Diesel power for this run is already in service and when the new lightweight cars are added the running time is expected to be reduced to 42 hours. The "Golden State," operating between Chicago and Los Angeles in conjunction

New York, New Haven & Hartford
"THE COLONIAL"

with the Chicago, Rock Island & Pacific, will receive 22 new lightweight cars of various types, in addition to the cars supplied by the Rock Island. By the end of 1949 this train will be completely streamlined.

The "City of San Francisco," operating, in conjunction with the C. & N. W. and the Union Pacific, between Chicago and San Francisco, Cal., will get 11 of the cars on order for the S. P. The "San Francisco Overland," operating via the same route as the "City of San Francisco," will get 12 new cars. Both the U. P. and the North Western are also furnishing new equipment for these two trains. The S. P.'s all-Pullman "Cascades," between Portland, Ore., and San Franscisco, will be assigned 18 lightweight sleepers and three baggage cars.

The four coaches ordered by the WABASH will be used in the "City of St. Louis" between St. Louis, Mo., and Los Angeles. Each will cost approximately $106,000 and deliveries are to start next June. Four of the sleeping cars will be used in that train, two in overnight service between St. Louis and Kansas City, two between St. Louis and Chicago and two between St. Louis and Detroit, Mich. The sleeping cars will cost about $135,000 each and deliveries are to be made during the first quarter of next year.

Canadian Plans

Passenger-train equipment on order for the CANADIAN NATIONAL includes 25 60-passenger de luxe coaches, 20 sleeping cars of the 24 duplex roomette type (all being built by the Canadian Car & Foundry Co., Montreal, Que.), 50 baggage cars being constructed by the National Steel Car Company, Hamilton, Ont., and 50 express refrigerator cars being built in the road's own shops. The sleeping cars will be delivered in December, 1949, for use on the "Continental Limited" between Montreal and Vancouver, B. C., and on the "Ocean Limited" between Montreal and Halifax, N. S.

All cars on order for the CANADIAN PACIFIC are intended for main-line service across the road's system. They include 64 68-passenger first class lightweight coaches, the frames of which are being made by National Steel Car and Canadian Car & Foundry. The cars will be finished in the C.P.R.'s Angus shops, Montreal. National Steel Car also is building frames for 14 5 double bedroom-10 roomette sleeping cars which will be finished in the Angus shops.

PASSENGER-TRAIN CARS ORDERED, 1920-1948

	Carbuilders' Shops			Railroad Shops		
Year	Passenger Carrying	Non-Passenger Carrying	For Pullman Company	Passenger Carrying	Non-Passenger Carrying	Total
1948	444	62	0	0	0	506
1947	128	11	0	138	39	316
1946	1,121	64	0	56	6	1,247
1945	2,690*	213	0	90	0	2,993
1944	683*	32	0	10	0	725
1943	1,670*	0	0	0	15	1,685
1942	32*	2	0	0	0	34
1941	206*	115	197	31	0	549
1940	305	15	53	0	6	379
1939	175	21	125	0	0	321
1938	79	33	84	63	19	278
1937	181	145	171	39	31	567
1936	367	33	1	38	12	451
1935	48	69	10	6	0	133
1934	307	20	8	71	23	429
1933	13	1	3	2	0	19
1932	33	6	0	1	4	44
1931	10	21	1	3	2	37
1930	405	102	102	16	75	700
1929	767	677	550	26	363	2,383
1928	654	1,282	244	53	160	2,393
1927	993	471	118	84	27	1,693
1926	965	469	519	55	52	2,060
1925	1,002	699	479	20	74	2,274
1924	1,202	761	701	14	97	2,775
1923	762	930	424	18	98	2,232
1922	1,442	705	300	23	14	2,484
1921	125	11	100	1	50	287
1920	690	380	458	12	51	1,591

* Includes troop hospital, sleeping and kitchen cars.
Source: American Railway Car Institute.

PASSENGER-TRAIN CARS ON ORDER FOR DOMESTIC SERVICE, NOVEMBER 1, 1949

Railroad	No.	Type	Seating	Builder
Atchison, Topeka & Santa Fe	34	Chair	44	Pullman-Standard
	15	Various	..	Pullman-Standard
	12	Dining	33	Pullman-Standard
	7	Dining	36	Pullman-Standard
	27	10 Roomette-6 Dble. Bedroom	..	Budd
	4	Bag.-Mail	..	Amer. Car & Fdy.
	14	Baggage	..	Amer. Car & Fdy.
	1	Various	..	Amer. Car & Fdy.
	15	4 Compt.-4 Bedroom 2 Drawing Room	..	Amer. Car & Fdy.
	13	10 Roomette-3 Bedroom-2 Compt.	..	Amer. Car & Fdy
Atlanta & West Point	1	Sleeping	..	Pullman-Standard
Atlantic Coast Line	12	Sleeping	..	Amer. Car & Fdy.
	2	Baggage	..	Amer. Car & Fdy.
	20	Coach	..	Pullman-Standard
	10	Dining	..	Pullman-Standard

THE STREAMLINERS

St. Louis-San Francisco
"THE METEOR"

Railroad	No.	Type	Seating	Builder
Baltimore & Ohio	10	6 Dble. Bedroom-10 Roomette	..	Pullman-Standard
Chesapeake & Ohio	1	Combine	..	Pullman-Standard
	56	Coach	52	Pullman-Standard
	4	Parlor	..	Pullman-Standard
	1	Tavern-Lounge-Dining	..	Pullman-Standard
	8	Twin-Unit Dining	..	Pullman-Standard
	61	6 Bedroom-10 Roomette	..	Pullman-Standard
	5	11 Bedroom	..	Pullman-Standard
	8	5 Bedroom-Obs.	..	Pullman-Standard
Chicago & North Western	9	Parlor	..	Pullman-Standard
	1	Dining	..	Pullman-Standard
	1	Cafe-Coach	..	Pullman-Standard
	1	Baggage-Mail	..	Pullman-Standard
	4	Baggage-Tap-Cafe-Lounge	..	Pullman-Standard
	2	12 Roomette-4 Bedroom	..	Amer. Car & Fdy.
	2	6 Section-6 Roomette-4 Dble. Bedroom	..	Amer. Car & Fdy.
Chicago, Burlington & Quincy	30	Coach*	148	Budd
	2	Parlor	33	Budd
Chicago, Rock Island & Pacific	14	Coach	..	Pullman-Standard
Denver & Rio Grande Western	8	Coach	52	Pullman-Standard
	2	Coach-Baggage	32	Pullman-Standard
	4	10 Roomette-6 Bedroom	..	Pullman-Standard
	2	Dining-Lounge	..	Pullman-Standard
	3	Lounge	..	Pullman-Standard
	3	Baggage	..	Pullman-Standard
	3	Baggage-Mail	..	Pullman-Standard
Erie	30	Baggage	..	Amer. Car & Fdy.
Florida East Coast	3	Sleeping	..	Amer. Car & Fdy.
	1	Baggage	..	Amer. Car & Fdy.
	2	Dining	..	Pullman-Standard
	5	Coach	..	Pullman-Standard
	1	Sleeping	..	Pullman-Standard
Great Northern	9	Baggage-Mail	..	Amer. Car & Fdy.
	6	Baggage-Dorm.	..	Amer. Car & Fdy.
	13	Coach	60	Amer. Car & Fdy.
	6	Coffee Shop-Lounge	46	Amer. Car & Fdy.
	6	Dining	36	Amer. Car & Fdy.
	6	Observation-Lounge	36	Amer. Car & Fdy.
	2	Cafe-Coach Coach	28	
		Cafe	24	Amer. Car & Fdy.
	2	Parlor-Observation	34	Amer. Car & Fdy.
	1	Cafe-Obs. Cafe	22	
		Obs.	18	Amer. Car & Fdy.
	18	Coach	48	Pullman-Standard
	11	2-Compt.-5 Bedroom-7 Roomette	..	Pullman-Standard
	1	Observation-Lounge	..	Pullman-Standard
	16	1 Compt.-3 Bedroom-7 Duplex-4 Open Section	..	Pullman-Standard
	6	2 Compt.-5 Bedroom-6 Roomette	..	Pullman-Standard
	8	4 Bedroom-16 Duplex Roomette	..	Pullman-Standard
Gulf, Mobile & Ohio	4	1 Compt.-3 Bedroom-8 Roomette-4 Sect.	..	Amer. Car & Fdy.
Illinois Central	5	6 Bedroom-10 Roomette	..	Pullman-Standard
Louisville & Nashville	2	Baggage-Dorm.	..	Amer. Car & Fdy.
	2	Baggage-Mail	..	Pullman-Standard
New York Central	100	M.-U. Coach	130	St. Louis Car
New York, Chicago & St. Louis	10	Coach	52	Pullman-Standard
	13	10 Roomette-6 Dble. Bedroom	..	Pullman-Standard
	2	Dining-Lounge-5 Dble. Bedroom	..	Pullman-Standard
New York, New Haven & Hartford	21	4 Dble. Bedroom-14 Roomette	22	Pullman-Standard
	6	4 Dble. Bedroom-12 Duplex	20	Pullman-Standard
Norfolk & Western	17	Sleeping	..	Budd
	2	Various	..	Pullman-Standard
Pennsylvania	2	Coach	..	Pullman-Standard
	4	Combine	..	Amer. Car & Fdy.
	2	Baggage	..	Amer. Car & Fdy.
	22	Sleeping	..	Amer. Car & Fdy.
	2	Dining	..	Amer. Car & Fdy.
Reading	1	M.-U. Coach	..	Amer. Car & Fdy.
Richmond, Fredericksburg & Potomac	2	Sleeping	..	Amer. Car & Fdy.
	2	Coach	..	Pullman-Standard
	1	Dining	..	Pullman-Standard
Southern	11	Coach	..	Amer. Car & Fdy.
	2	Baggage	..	Amer. Car & Fdy.
	2	Dining	..	Amer. Car & Fdy.
	3	Mail	..	Amer. Car & Fdy.
	1	Various	..	Amer. Car & Fdy.
	6	Combine	..	Budd
	15	Sleeping	..	Pullman-Standard
	2	Mail	..	Pullman-Standard
Southern Pacific	3	Dining	36	Pullman-Standard
	5	Coffee-Shop-Lounge	46	Pullman-Standard
	6	Lounge	39	Pullman-Standard
	4	Sleeping	..	Pullman-Standard
	2	Baggage-Mail	..	Pullman-Standard
	3	Baggage	..	Pullman-Standard
	6	Lounge	39	Budd
	6	Dining	48	Budd
	30	Sleeping	..	Budd
	15	Chair	48	Budd
	5	Chair	44	Budd
	5	Coffee Shop-Lounge	46	Budd
	5	Baggage-Dorm.	..	Budd
	2	Baggage-Mail	..	Budd
Spokane, Portland & Seattle	6	Coach	48	Pullman-Standard
	1	Baggage	..	Pullman-Standard
	3	Sleeping	..	Pullman-Standard
	1	Dining	..	Pullman-Standard
Union Pacific	50	Coach	44	Pullman-Standard
	50	6 Bedroom-10 Roomette	..	Budd
	15	Sleeping	..	Amer. Car & Fdy.
Wabash	4	Coach	48	Amer. Car & Fdy.
	10	4 Bedroom-12 Roomette	..	Amer. Car & Fdy.
Western of Alabama	1	Mail	..	Pullman-Standard
Wisconsin Central	2	Baggage	..	Amer. Car & Fdy.

* Double deck cars.

Richmond, Fredericksburg & Potomac
Seaboard Air Line
Pennsylvania
"THE SILVER COMET"

THE PARADE OF

HEAD-END HEADACHE

Higher mail pay and larger express revenues only partial answers to annual deficits of $300 million plus—New handling methods may be solution

Guernsey Orcutt, general attorney of the Pennsylvania and chairman of the committee of counsel for the Committee on Railway Mail Transportation, recently told the American Association of Passenger Traffic Officers that, of the total reported 1948 railroad passenger-service deficit of over $550 million, "over $370 million, or 66.61 per cent, was due to head-end traffic." That, he pointed out, was not an isolated phenomenon. In 1940, 67 per cent, and in 1947 over 76 per cent, of the reported passenger deficits, were attributable to the same cause; in 1944, when passenger service as a whole showed a profit of over $234 million, head-end traffic showed a loss of over $300 million.

From a revenue standpoint, transportation of United States mail and of express are, by all odds, the most important components of head-end traffic. Consequently, the "tremendous burden" which such traffic imposes upon passenger service proper can be eliminated or materially alleviated only by obtaining more revenue from mail and express through higher rates or larger volume, or by reducing the cost of handling them.

Higher Rates Key to Mail Revenue

Since the railroads have no power—and at present rates, no incentive—to increase the volume of mail traffic, their only hope for higher revenue from that source lies in getting the increased rates which they have been actively seeking for nearly three years.

They now have pending before the Interstate Commerce Commission (Third Railway Mail Pay Case, Docket No. 9200) an application for an increase in mail rates of 80 per cent, which is the total of an application filed in February, 1947, for a 45 per cent increase; a supplemental application filed in June, 1948, for an additional 20 per cent; and a second supplemental application filed in March, 1949, for another 15 per cent. In December, 1947, the commission granted an interim increase of 25 per cent, retroactive to February of that year. In March of this year, the railroads asked for a further interim increase of 35 per cent, 20 per cent to be retroactive to June 24, 1948, and 15 per cent retroactive to March 24, 1949. In view, however, of the postmaster general's publicly expressed concern about his department's anticipated deficit of over $500 million for the fiscal year ending next June 30, request for a hearing on this second interim increase motion is being temporarily withheld.

The merits of the railroad case seem entirely clear. Prior to 1947, there had been no change in railway mail rates since 1928, when such rates were increased, retroactive to 1925. In the intervening years, and particularly since 1940, railroad costs have increased substantially—wages and material prices, at least, by a far larger percentage than the requested increase in mail rates. Rates on all other classes of rail traffic have gone up, and postal rates themselves have risen sharply, with further increases probable within the near future. And, what is even more aggravating, postal funds are dispensed to the railroads' air line competitors with a lavish hand, without regard to cost or value of service rendered.

The unfairness, to the railroads, of the present situation is highlighted by a recent statement by the president of an important Eastern carrier, to the effect that, with the 40-hr. week in effect, his company's cost of handling mail at stations alone exceeds its total mail revenue, so that the mail is actually carried free to the government.

New York Central
"THE COMMODORE VANDERBILT"

The discrepancy between the treatment accorded the railroads and the air lines is further highlighted by the statement of another responsible railroad officer that another road, moving mail between two cities in exactly the same time as a competing air line, receives 1/28th the compensation paid to its air competitor.

The situation was summed up by David Lawrence. when he stated (*Railway Age*, June 18, page 58) that what the railroads are doing in carrying the mails is the "*only conspicuous case in which a private business actually subsidizes the government.*"

Post Office Opposes Increase

The Post Office Department is, nevertheless, bitterly opposing the railroads. For the sole purpose of fighting their rate-increase applications, it has secured from Congress for the fiscal years 1948, 1949 and 1950 special appropriations totaling $626,000, with which it has "employed an array of lawyers, economists, accountants, clerks, etc." Its lawyers have sought, with considerable success, to delay commission consideration of the rate increase. It has caused bills to be introduced in Congress with the intent of harassing the railroads, and of deferring indefinitely a consideration of their application. And it has repeatedly demanded from the railroads voluminous information "of various sorts," much of which would have cost large sums of money to assemble. or which had nothing to do with the issues.

It seems unlikely that there will be any early decision in the general case. But certain developments of the past few months may be considered at least mildly encouraging to the railroads. Of the bills referred to, one (S.1596) has been amended in committee to remove its most objectionable features, and consideration both of it and its companion House bill have been deferred at least until next year. The most complete railroad cost studies ever undertaken—covering labor expense at every station in the United States where mail is handled; switching studies at 14 stations, and valuation studies at 12, all selected by the department, and studies of the inside space and bumper-to-bumper length of every piece of passenger equipment—have been completed and will be ready for presentation to the commission. These studies, it is understood, generally support the validity of the railroads' claim.

Also, the I.C.C. in August substantially denied a department request to ascertain "the rates paid the railroads" by the Railway Express Agency as a basis for fixing rates on non-first-class mail at the same level. In making that request, the department relied on a law enacted long before the creation of the present R.E.A., which provided that mail and express rates should be on the same basis, but overlooked or disregarded the fact that, under present conditions, the two types of payment are not comparable. There are, in fact, no railroad "rates" for transportation of express; what the railroads as a whole get for that service is whatever the R.E.A. has left after paying all its own operating costs.

Mail revenues, like those from freight, are *gross* revenues, based on car space occupied. Out of them, the railroads must pay *all* costs and furnish *all* facilities required to handle mail—station labor; station space and facilities; cars; actual transportation; and all else. Express revenues, on the other hand, are more nearly *net*—the important item of station labor is paid, and in many cases station space and facilities, and even cars, are provided by the express agency. Out of their express revenues, therefore, the railroads furnish only transportation, plus some, but not all, cars and station facilities —the latter, as a rule, only at smaller stations.

Express Revenues Depend on R.E.A. Business

The problem of increasing railroad express revenues is not, therefore, one of increasing express rates as such, but one of increasing the amount of money which the express agency can earn to divide between its owning railroads. This, in turn, involves increasing the agency's own revenue, through higher rates or larger volume, or reducing its expenses.

Rates can be raised only to a limited extent. The agency's business is highly competitive—with subsidized motor carriers operating on public highways; with more expensive, but faster, air freight, and with parcel post. Any large rate increase, over and above one now pending for 10 per cent, would probably only drive some business to one or more of those competitors, with little or no overall revenue increase. There is prospect, however, of some additional revenue through rate adjustments and the research staff of the agency's traffic department is presently studying all commodities "with a view of placing all such rates on a compensatory basis." Quantity rates have also been published, "with good

Atlantic Coast Line
Richmond, Fredericksburg & Potomac
Pennsylvania
"WEST COAST CHAMPION"

results," to stop diversion of some traffic to air freight.

The agency is likewise making strenuous efforts to increase its own traffic volume. With the objective of "2,000,000 new shipments by Christmas," it began in August an aggressive selling program intended to arouse and maintain the interest and enthusiasm of all its employees. (See *Railway Age* of October 1, page 37.) R.E.A. President A. L. Hammell has also suggested that provision for a "reasonable amount" of express space in buffer cars or elsewhere, on at least some of the faster streamline trains, "would go a long way toward meeting the air freight competition." One car, for example, on each of the four fastest daily trains between New York and Chicago would enable the agency to give first instead of second morning delivery for a considerable volume of business between those two important terminals, thus providing a preferred service directly competitive with the more expensive air freight.

Parcel Post Competition

The agency's most serious competitor, however, is the government-operated parcel post service. With express shipments averaging slightly less than two pieces each, the following table shows that the postwar decrease in express traffic has just about equalled the increase in parcel post business.

Year	Number of L.C.L. express shipments	Number of parcel post pieces at zone rates
1946	231,463,749	821,226,867
1947	189,320,951	936,025,683
1948	141,746,125	992,517,251
1949 (est.)	104,000,000	

Testifying before the Senate committee on post office and civil service in connection with S.1103 on March 18, Kinsey N. Merritt, R.E.A. vice-president, traffic, cited specific examples of loss of business and advocated that the weight limit on parcel post packages be re-established at its original level of 11 lb., rather than 70 lb., as at present, with exceptions up to 50 lb. for packages to or from non-carrier offices or persons living on rural free delivery routes. He also recommended that a dimension limit of 72 in. be re-established in place of the present 100-in. limit. These changes, he said, would affect substantially less than 15 per cent of all packages now moving by parcel post, but would put the R.E.A. in position once more to compete for the heavier commercial business which parcel post was not originally intended, and is not now set up, to handle.

Calling attention to the fact that parcel post would incur an admitted deficit of about $84 million in the 1949 fiscal year, and that this deficit would be much higher if all costs, such as depreciation, building repairs, interest, etc., were included, Mr. Merritt further advocated that parcel post rates be set high enough fully to cover *all* costs involved.

While it is doubtful that revision of parcel post regulations will return that service completely to its original "small package" concept, or that rates will be made wholly compensatory, there appears to be some chance of movement in that direction. On October 17, the House committee on post office and civil service, reporting on H.R.2945, recommended a limitation of 40 lb. on parcels sent to the first and second zones (up to 150 mi.) and of 20 lb. on parcels sent beyond the second zone; restoration of the original 72-in. size limit, for length and girth combined; and a rate increase varying from 3 to 7 cents per parcel. The committee supported its recommendation, in part, with the statement that: "The postal service is inherently a small parcel-post service and cannot economically handle the larger parcels, and . . . the effect of the low parcel-post rates in drawing off business normally given to common carriers is damaging to private transportation enterprises and its employees."

It would thus appear that the R. E. A. has a reasonable possibility of finding itself within the foreseeable future in a position to recapture some of the traffic which it has lost to parcel post. While the proposed rate increase is too modest to make any difference in the competitive position of the two services, the reduced limits on acceptable weight and size of parcel-post packages would undoubtedly return to express movement a considerable number of the larger, longer-distance shipments. The quoted statement also indicates that there is little or no prospect of present official approval for the suggestion to eliminate the R. E. A. entirely, have the Post Office Department provide both pick-up and delivery for all packages up to 70 lb., and divert all larger packages to l.c.l. freight.

Within its own operations, the R. E. A. is making every effort to increase its railroad payments by cutting its own costs. As Mr. Hammell has said:

Wabash
"CITY OF KANSAS CITY"

A thoroughgoing analysis of every item of expense either has been or will be made. The use of labor-saving devices of all kinds, conveyor systems, fork-lift trucks, bookkeeping and other business machines, ice-making machines, etc., is being rapidly extended. Highly trained groups are surveying all operations and in the past six months reductions have been made in operating expenses amounting to more than $3 million annually. These surveys are . . . part of a continuing program to control our expenses.

The overall problem of head-end deficits, however, can hardly be solved either by higher mail pay or larger express revenues. Total mail revenues in 1948, including the 1947 interim increase, were just under $200 million. Immediate approval of the full requested increase of 80 per cent (over the 1928 rates) would add less than $100 million more. Railroad revenues from express payments in 1948 were just under $120 million, and will be substantially less this year. Any increase in those revenues which may be obtained by diversion from parcel post will be partially offset by lower railroad mail revenues. With head-end losses averaging upwards of $300 million a year, it is obvious that, even with a completely favorable settlement of the mail-pay case and a booming express business, there would still be a wide financial gap to be filled, if at all, by the railroads' own efforts.

New Methods Needed

Greater mechanization of mail handling may provide a partial answer, at least at larger stations. The Illinois Central, for example, is getting good results from portable conveyors which can be used singly or in groups. (*Railway Age*, August 27, page 45.)

Considerable attention has also been devoted to development of mechanical methods for handling express into and out of cars, particularly at smaller stations, with the double objective of reducing costs and eliminating long station stops for loading and unloading head-end business. Use of containers for smaller packages shows promise, but their usefulness is somewhat curtailed by diversion of many of the smaller express shipments to parcel post—a trend which has increased the average weight of express shipments from 29 lb. in 1939 to 44 lb. at present, and has correspondingly reduced the number of packages susceptible to consolidation into hamper lots. Experiments have also been conducted with small cranes and conveyor systems built into cars, but so far as is known these devices remain in the experimental stage.

Through a committee which works with the second assistant postmaster general to improve the handling of mail moving in so-called storage cars, the railroads have also been looking into the possibilities of special equipment, containers and other devices for mail.

Another promising solution of the head-end cost dilemma may lie in use of highway trucks or rail motor cars to handle both mail and express to smaller stations between terminals or division points. As reported on page 54 of the *Railway Age* for August 6, for example, the Union Pacific is successfully using leased trucks carrying mail, express, newspapers and cream—plus, in some cases l.c.l. freight—on 660 route mi. paralleling its 442-mi. main line between Omaha, Neb., and Kimball, and several branches. The coordinated service has speeded up delivery of mail and express—in some instances by 24 hrs.—and has relieved main-line passenger trains of enough local station work to permit schedule reductions amounting, for one train, to 3 hr.

The Southern Pacific is also reported to have had "unusual success" with similar operations between Portland, Ore., and Eugene, 124 mi.; between Sacramento, Cal., and Towle, 68 mi., and elsewhere. In the former case, 13 intermediate stops were eliminated for one train, and others shortened, permitting a one-hour schedule reduction and saving more than enough in train operating costs to cover the cost of running the truck. The Sacramento-Towle truck run is said to have eliminated mountain-territory stops for four trains.

Without implying that such coordinated operations will wholly eliminate the financial burden of head-end traffic, or even that part of it which cannot be otherwise alleviated, the U.P. and S.P. experiences seem to indicate that such services have definite possibilities—not solely financial. If, by relieving passenger trains of the necessity of handling head-end business at smaller stations, stops can be eliminated or shortened, and schedules cut, the result should be to make passenger service as a whole more attractive, and place it in better position to compete with planes, buses and private automobiles. To relieve it of the physical burden of head-end traffic would be a distinct gain—and one which would almost certainly show up favorably in future statements of railroad earnings.

Chicago, Burlington & Quincy
"THE DENVER ZEPHYR"

Down With DINING CAR Costs

Railroads probe every avenue of saving but shy at lowering standards

Wage rates of dining car employees increased as much as 194 per cent, in some cases, from 1942 to 1948

It cost the railroads nearly $31.5 million to supply dining car service to their patrons in 1948 and, largely because of still further increased labor expense, it will cost them about $45 million in 1949. Of course, except during the war years, no railway has ever made any money out of its dining car service, but the immense deficits of today are startling enough to jolt any railway executive. It's going to cost one road alone $5 million to supply dining car service this year, another $3 million, and so on down the line, depending largely upon the number of dining cars operated.

Direct expenses increased from $109,000,000 in 1947 to $113,700,000 in 1948 (not including the expense of transporting the cars) and revenue declined from $83,400,000 in 1947 to $82,300,000 in 1948. What this meant was that it cost the roads $1.38 in direct expenses for every dollar of dining and buffet revenue taken in during the latter year—and it's going to cost a lot more this year, largely as a result of the 205-hr. month for dining service employees that became effective on September 1, 1949. That operating ratios of 150 or over will be the rule, rather than the exception, is the opinion of many dining car officers.

It will be observed that the term "costs" is used instead of "losses." One doesn't speak of losses in the maintenance-of-way or mechanical departments or any of the other non-revenue producing railway departments, for the obvious reason that they are essential to running a railroad. Similarly, since dining car service is an essential—if the railways are to continue as passenger carriers—the fact that it does produce some revenue should not place its cost in a different category from that of other essential services. The service has always cost the railways money and, in the predictable future, always will.

The problem therefore resolves itself into keeping costs as low as possible, without sacrificing standards unduly.

Can't Increase Prices

The prices charged on dining cars are now at the highest level in history, and there is little that can be done along the lines of increased prices to meet increased costs. As a matter of fact, in isolated cases a downward revision has been found beneficial. For example, a line that once served a large number of 16-oz. steaks at $4

Pennsylvania
"THE GENERAL"

discovered early this year that they were moving more slowly. The steaks were cut smaller, 8 to 10 oz., and served on a *table d'hote* dinner at $2.75, which immediately became a popular meal that, considered by itself, showed a greater monetary return at less cost than steaks at the higher price. No one with any knowledge of present labor and food costs can advocate a general lowering of prices, but individual roads are carefully exploring opportunities of this character.

The military committee of the dining car officers has been successful in getting the government to pay 75 cents more per day for meals for military personnel. Even with this increase, the revenue from such meals does not cover the cost, so that the railways are subsidizing the government—the exact reverse of the fixed policy of other forms of transportation.

It must be taken into account that, from 1942 to 1948, food costs increased 98.9 per cent. There has been an almost infinitesimal decline in 1949. During the same period—and with a decided increase in 1949 because of the 205-hr. month to be anticipated—the wage rates paid to road dining car employees have increased a weighted average of 150 per cent, the increase to some classes of employees being as high as 194 per cent. In short, to cover increased food and wage costs alone, menu prices would have to be 124 per cent higher than they were in 1941. It is manifestly impossible to pass such an increase on to the public.

Skyrocketing Wages

In a stationary restaurant, a labor cost of 25 cents out of each dollar taken in is considered to be satisfactory; if this figure goes as high as 30 cents, bankruptcy is around the corner. In contrast, before readjustments were made, railway dining car labor costs were running to 85 and 90 cents of each revenue dollar and, even now, they are between 60 and 70 cents on many roads, which is the principal reason why such operations do not show a profit—to anyone except dining car employees.

Since by far the greatest increase in dining car costs has been in crew wages, it is along these lines that the greatest savings can be made. This has been achieved by the reassignment of the crews on a more efficient basis; by the use of "swing" crews wherever possible, so that the number of men assigned to a car is as heavy as requirements demand during the busy part of the day and reduced to the lowest possible number at all other times; and by the reduction of the number of men per crew. Dining car assignments on light runs have been cancelled on many lines, or "snack" cars substituted, with limited menus and skeleton crews.

Mechanized Service

The provision of electric dishwashing machines, juice squeezers, etc., as well as garbage disposal units, has been part of the mechanization of dining car service. One of the most effective labor-saving devices has been the "prefabrication" of foods. This means the preparation of soups, stews, salad dressings and other foods in the commissaries before they are put on the car, and the cutting of meats, such as steaks and chops, by power meat saws, so that they are ready for cooking when placed on the car. Some lines are now conducting experiments with the so-called "radar" range or electronic cooking. In its present state of development, this type of cookery would hardly suffice for the dining cars on heavier runs, but it does hold forth promise for grill and buffet cars on lighter runs.

Dining car officers have, of course, thoroughly investigated the precooking of foods along the lines of the meal service supplied by the air lines, but the costs of such service make it unattractive in most cases, and regardless of costs, it has been discovered that a system which will feed one meal to a dozen people, or forty at the outside, is not applicable nor suitable to feeding several meals to a hundred or more passengers, as is the case in many dining cars. Nonetheless, at least one railway has had success with precooked meals, on "throwaway" plates, for grill cars on light runs, and it is extending this service.

Food Cost Control

Every dining car officer—because of soaring food prices—has become more keenly aware of food cost control. Some lines predetermine the number of portions which must be served by the volume of supplies put on the various cars and check the actual servings against the theoretical results, asking for detailed explanations of any variations.

Most lines now analyze the food cost percentage of

Atlantic Coast Line
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all cars by the trip and by the month, following some such procedure as apportioning supplies in five categories: meat and poultry; fish and sea food; kitchen dry supplies; pantry supplies; and dairy products—so that any variation in percentage between cars of the same assignments can be investigated and corrected. This control is much more effective where a system of fixed car assignments is worked out, so that the crew and car are synonymous, and accurate checking is possible. Most lines have also worked out some form of portion control chart, so that this procedure is not left to guesswork. Through the adoption of rigid food control, one road has reduced its food costs from 83 per cent of food revenues, at the end of the war, to 45 per cent, including the cost of crew meals.

The European System

In prewar Europe separate dining car companies made money and were extremely prosperous. First of all, the waiters and kitchen staff were paid just one-third the wages American dining car employees received at that time. Stewards on international trains actually *paid* for the privilege of holding the jobs, instead of receiving a salary, because they were able to earn large sums through supplying foreign exchange to passengers as the various frontiers were crossed and through other more devious means.

Also, the so-called "continental meals" could be served at a profit, because they were limited in choice to three *entrees* at the most, with little or no choice of side dish.

Furthermore, a large number of meals could be served by a small crew because passengers were required to be in their seats at a certain time and, when one was served soup, all were served soup. Moreover, if the passenger ate his soup slowly, he didn't get to finish it, because, at a given signal, all the soup bowls were removed and the *entrees* brought on.

Several American roads, before the war and since, have tried this plan, or adaptations thereof, and they are unanimous in their opinion that it will not work in this country, because the American passenger refuses to be regimented. Each of the roads which had tried the "sitting" plan was asked, for the purposes of this article, why it abandoned it; the replies were startlingly similar:

Passengers object to being disturbed by stewards making advance reservations. Passengers want to eat whenever the fancy seizes them and will not conform to the "sitting" plan. They will not leave the dining car in a body to make room for the next "sitting." Passengers object strenuously to the limited choice permitted with this type of meal.

Pleasing the Passenger

Dining car service is operated to please the passenger. Dining car officers are working hard toward this end. The report of a committee on personnel education, based on a questionnaire answered by 37 roads, showed that 35 roads provide for instruction of personnel on cars during the hours of service; 11 also supply classroom instruction in job training, and 4 use visual aids such as moving pictures and slides in such training. In addition, 21 roads employ traveling chefs; 8 employ traveling waiters; 32 employ inspectors; and 1 employs a coach lunch waiter instructor. Some form of passenger relations instruction is used by all the railways.

Service Innovations

The recent past has brought a wide variety of innovations—some to reduce costs and others to improve service. Some lines, for example, have discontinued all coach refreshment service so that passengers, if they are going to eat at all, must eat in the diner and pay diner prices. But others are encouraging coach passengers to eat on trains by supplying club meals, with restricted menus of wholesome but less expensive food items at a reduced price. Roads following the latter practice report good reception and state that they have materially increased the volume of dining car patronage, and, because the service is rapid and the entrees simple, have shown decreases in food cost percentage.

Some lines supply *a la carte* service only on certain trains; others permit the service of *table d'hote* meals only when large numbers of passengers are to be fed. One road supplies free coffee to all passengers during between-meal periods. Another road, which tried a "no-tipping" rule and increased its male waiters' salaries $55 a month to offset tips, found that the passengers insisted upon tipping anyway and abandoned the practice recently after several months' trial.

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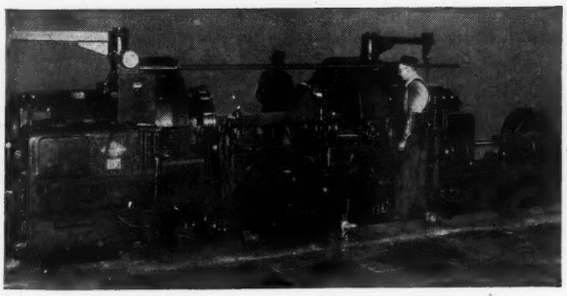

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GENERAL NEWS

Eastern Roads Get 12.5 Per Cent Fare Increase

I.C.C. approves rise; Mahaffie says it's time to try reduction

Railroads operating in the Eastern district and Pocahontas region have been authorized by the Interstate Commerce Commission to increase their basic passenger fares by 12.5 per cent, or from 3 cents to approximately 3.375 cents per mile in coaches, and from 4 cents to 4.5 cents per mile in sleeping and parlor cars. The commission's majority report by Commission Rogers embidied a 6-to-4 decision, a dissenting expression having come from Chairman Mahaffie, with whom Commissioners Aitchison, Lee and Splawn agreed. Commissioner Miller did not participate.

The dissenting opinion advised the railroads that the time had come "to experiment with reduced fares rather than with further increases," because "it must be recognized that, although improvements in equipment and service will continue to be helpful, the controlling inducement to traffic volume is the rate of fare." Meanwhile, the majority, which found the increase justified on the basis of increased operating expenses, accepted the judgment of passenger traffic officers who predicted that the higher fares would not cause a substantial loss of business but would increase by about $37.8 million the annual revenues of the railroads involved.

Effective on Five Days' Notice

The proceeding was docketed as No. 30256, and the commission's report was dated November 8 and made public November 14. It authorized publication of the approved increases on five days notice. In addition to the aforementioned increases in one-way coach and Pullman fares, the adjustment will involve also a like percentage increase in round-trip fares, and proportionate increases in multiple-ride fares (other than commutation), and in charges for excess baggage. The minimum one-way fare will become 20 cents. The decision also modified commission orders in previous fare cases to permit application of the new basis to intrastate fares in Illinois and Michigan. The commission orders here involved override statutes of those states which fix maximum intrastate fares of 2 cents and 2.5 cents per mile, respectively.

When the increase becomes effective, fares of the eastern roads will be 44 per cent higher than those in effect June 30, 1946, the majority report noted, meanwhile pointing out that freight rates have gone up 57 per cent during the same period. "The proposed fares will still be relatively low in relation to petitioners' increased expenses... and to the level of incomes and prices generally," the report added.

The report's examples of the increases showed that the one-way coach fare between New York and Philadelphia, Pa., 90 mi., will go up from $2.72 to $3.06, while the one-way, first-class fare will rise from $3.58 to $4.03. From New York to Washington, D.C., 225 mi., the increases will be from $6.74 to $7.58 one-way, coach, and from $8.93 to $10.05 one-way, first-class. The increases from New York to Chicago, 908 mi., will be from $27.30 to $30.71 one-way, coach, $41.55 to $46.75 round-trip, coach, $36.35 to $40.89 one-way, first-class, and $65.40 to $73.60 round-trip, first-class.

The principal opposition to the increases came from the Bureau of Salesmen's National Associations, a group of New Jersey municipalities, and the town of Pelham, N. Y. The railroads were supported by the Chamber of Commerce and Board of Trade of Philadelphia, while other appearances included that of the National Industrial Traffic League, which offered no evidence.

Expenses Higher

Generally, the railroads' case was based on a showing of increased operating expenses since their latest previous fare increase became effective in July, 1948; and on the 1948 results which showed that the petitioners had incurred for that year the greatest passenger operating deficit in their history. That deficit in net operating income from passenger operations was $252.2 million. Apportioned on the basis of car-foot miles this included losses of $70.8 million on coach services, $72.2 million on Pullman services, and $109.2 million on head-end operations. Apportionment on a car-mile basis would indicate a deficit of $117 million from passenger services and $139.2 million from head-end operations. After noting, as to the latter, the recent increases in express rates and the pending proposal of the railroads for higher mail pay, the report had this to say:

"With respect to petitioners' passenger travel, as only about 10 per cent of the revenue is derived from commutation fares and 90 per cent from standard and multiple fares, it is obvious that the deficit which is attributable to the latter is at least $100 million, far greater than the increase here sought of $37.8 million. The latter amount reflects only about 10 per cent of petitioners' increased annual expenses and taxes since June 1, 1948, although about 20 per cent of petitioners' total operating expenses may be ascribed to passenger travel... It is clear that petitioners are in need of additional revenue and that the increase sought . . . will not be an unreasonable contribution to such revenue need."

This brought the commission to its consideration of what it called the "principal dispute" between the petitioners and the protestants, i.e., whether the higher fares will produce the additional revenue expected or will result in decreased volume of traffic with possible lower revenue. As indicated above, the commission accepted the judgment of "experienced traffic officers," who estimated the prospective diversion, overall, at about 2 per cent of the traffic. Meanwhile, it found that figures on recent trends in the passenger business tended to support that judgment; and that "protestants' own evidence more or less confirms petitioners' contention that while the proposed fares may result in some diversion the diversion should not be substantial."

Apropos of contentions that lower fares would produce better revenue results the report also made this observation: "If petitioners' coach fares were reduced to the wartime level of 2.2 cents per mile, it would require an increase of 36.4 per cent in the volume of traffic to produce the same revenue as is obtained from the present fares, which under existing circumstances appears inconceivable." The commission's conclusion was that the higher fares "will result in substantially more revenue . . . and that petitioners are entitled to an opportunity to obtain such increase in order to aid them in meeting their increased payrolls and other expenses and if possible to reduce their deficits from this service." The authorization permitting publication of the new fares on five days' notice includes the necessary relief from the commission's tariff-publishing requirements and from provisions of the Interstate Commerce Act's fourth section.

Effect May Be "Unfavorable"—Mahaffie

In the dissenting opinion, Chairman Mahaffie said he was unable to concur in the majority finding that the higher fares would result in substantially more revenue. Data on recent trends in the railroads' passenger business, he said, "afford small support for acclaiming the 1948 fare increase as a success." He

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added that "the shock of a second fare increase is always greater than that of the first," and predicted that "the net revenue effect of the further substantial increase now approved is likely to be more unfavorable than otherwise."

"If the railroads had substantially a monopoly of passenger transportation, increases in fares, as costs increase, might well be the proper procedure," Chairman Mahaffie also said. "The test then would be whether travel could be expected to continue at high enough a level to bring in increased revenue. The present problem is not so simple. Aside from the vast amount of intercity travel by private automobile, public carriers by highway and air provide very effective competition indeed. They have the capacity and stand ready to handle a great deal of the passenger traffic which now moves by railroad.

"In contrast to the heavy increase in petitioners' fares, the intercity bus and commercial air lines have increased their average fares only slightly since June 30, 1946, with the result that their traffic or revenues have increased materially in recent periods. For example, in the first quarter of 1949 . . . the number of passenger-miles of commercial air lines increased over the corresponding period in 1948 by 15.5 per cent. Significantly the intercity bus results have been more favorable in the east than elsewhere in the country. Their costs for wages and materials, have also greatly increased. Nevertheless, their average intercity fare is less than 2 cents, and between numerous points will be only about 50 per cent of the rail coach fares here approved. So also, between a number of important points, the air-line fares, especially for early morning flights, will be lower than the charges for the corresponding service by rail. . . .

"In view of the present and prospective level of national income, the future passenger market of the country is more promising than it has been at any time in the past. The railroads can expect to share reasonably in that market only at fares which will attract an increasing volume of traffic . . . Vacant seats rather than inadequate fares are the prime cause of passenger deficits."

Report of Progress In Air Conditioning

I.C.C. bureau summarizes situation at end of 1948

Progress made by Class I line-haul railroads in air-conditioning their passenger-train cars was reviewed by the Bureau of Transport Economics and Statistics in the latest issue of its "Monthly Comment," which contained an article showing that cars comprising 34.3 per cent of the entire fleet were air-conditioned as of December 31, 1948. Among other articles in the issue were those showing that the traffic of intercity truckers and domestic water lines, as measured by tons carried, was up in this year's first half, as compared with the like 1948 period, while the tonnage of freight transported by Class I railroads was down 11.5 per cent.

The article on the December 31, 1948, situation as to air-conditioned cars included the table, reproduced herewith, which gives the breakdown by types of cars. In commenting on the figures, the bureau noted that the percentage for coaches was "only 38.1," but it then proceeded to make this observation: "The very substantial progress that has been made in the air-conditioning of coaches, however, is indicated by the fact that only 29.7 per cent of these cars had such equipment in 1943."

Revenue Freight Tonnage

The first-half figures on the operations of truckers and domestic water carriers were presented by the bureau in summaries of the quarterly reports made by those agencies, the data being confined to Class I intercity truckers and water carriers of Classes A and B, i.e., carriers with gross annual revenues of $100,000 or more in both cases. The total tonnage of revenue freight transported by the truckers was up 3.1 per cent from 1948's first half—81,541,501 tons as compared with 79,055,125 tons. Meanwhile, their gross revenues were up 10.6 per cent, from $781,524,330 to $864,118,504; but their financial results were less favorable, since their net income after income taxes ($31,037,031) in this year's first half was off 26.8 per cent from the comparable figure ($42,415,290) for the like 1948 period.

The domestic water carriers of Classes A and B handled 7.5 per cent more revenue tons of freight during this year's first half than in the like 1948 period, the respective totals having been 33,126,000 tons and 30,830,000 tons. This was the net result of tonnage changes which ranged from a decrease of 17 per cent for the Atlantic and Gulf Coast group to an increase of 33.6 per cent for the Great Lakes group. The gross freight revenue of the reporting water lines was $98,321,000 in this year's first half, an increase of 12 per cent above the comparable 1948 figure of $87,814,000.

Meanwhile, their passenger revenue was off 6.9 per cent, from $4,593,000 to $4,274,000, the number of passengers carried having dropped 8.2 per cent, from 2,948,000 to 2,705,000. Most of the passengers (1,875,000 in this year's first half and 2,116,000 in the first half of 1948) were carried in Pacific coastwise services. The summary for the water lines did not include net income figures.

Forwarders' Operations

A like summary of figures from the quarterly returns of the 55 large freight forwarders (those reporting annual revenues of $100,000 or more) also indicated diversion of business from the railroads. It showed that the total paid by the forwarders for railroad transportation during this year's first half was 13.7 per cent less than the total for the first six months of 1948—$62,919,847 as compared with $72,938,348. On the other hand, the amounts paid by the forwarders to truckers and water carriers were up 1.2 per cent and 21.5 per cent, respectively.

The total paid for truck transportation (exclusive of payments for pick-up and delivery and transfer services) was $14,414,462 in this year's first half, the comparable figure for last year having been $14,238,371. Payments to water carriers were $530,049 and $436,270, respectively. The figures also showed that the forwarders' traffic, as measured by tons received from shippers, was off 16.5 per cent, while their net income after income taxes was down 91.3 per cent—from $2,872,257 in the first six months of 1948 to $248,941 for this year's first half.

First place in the "Comment" was given to an article which compared railway financial results for this year's first nine months with those of the like 1948 and 1941 periods. The figures (covering Class I line-haul roads) showed that the $278 million in net income after all charges, which was reported for this year's first nine months, was 44.9 per cent less than the comparable 1948 figure of $504.6 million and 23.5 per cent below the net of $363.2 million reported for the first three-fourths of 1941. Gross in this year's first nine months was

Passenger-train Cars—Class I Line-haul Steam Railways And Pullman Company, as of December 31, 1948

Class of cars	Owned and leased			Air-conditioned	
	Class I railways	Pullman Company	Total	Total	Percent
Coaches	17,071	...	17,071	6,512	38.1
Combination coaches	2,458	* 9	2,467	649	26.3
Parlor and sleeping	1,491	5,296	6,787	5,923	87.3
Dining	1,730	...	1,730	1,670	96.5
Club, lounge and observation	385	...	385	364	94.5
Postal	1,724	...	1,724	...	...
Baggage, express and other non-passenger cars	14,028	...	14,028	87	.6
Other passenger cars	15	...	15	8	53.3
Other passenger-train cars	240	...	240	36	15.0
Total	39,142	5,305	44,447	15,249	34.3

*Represents composite cars.

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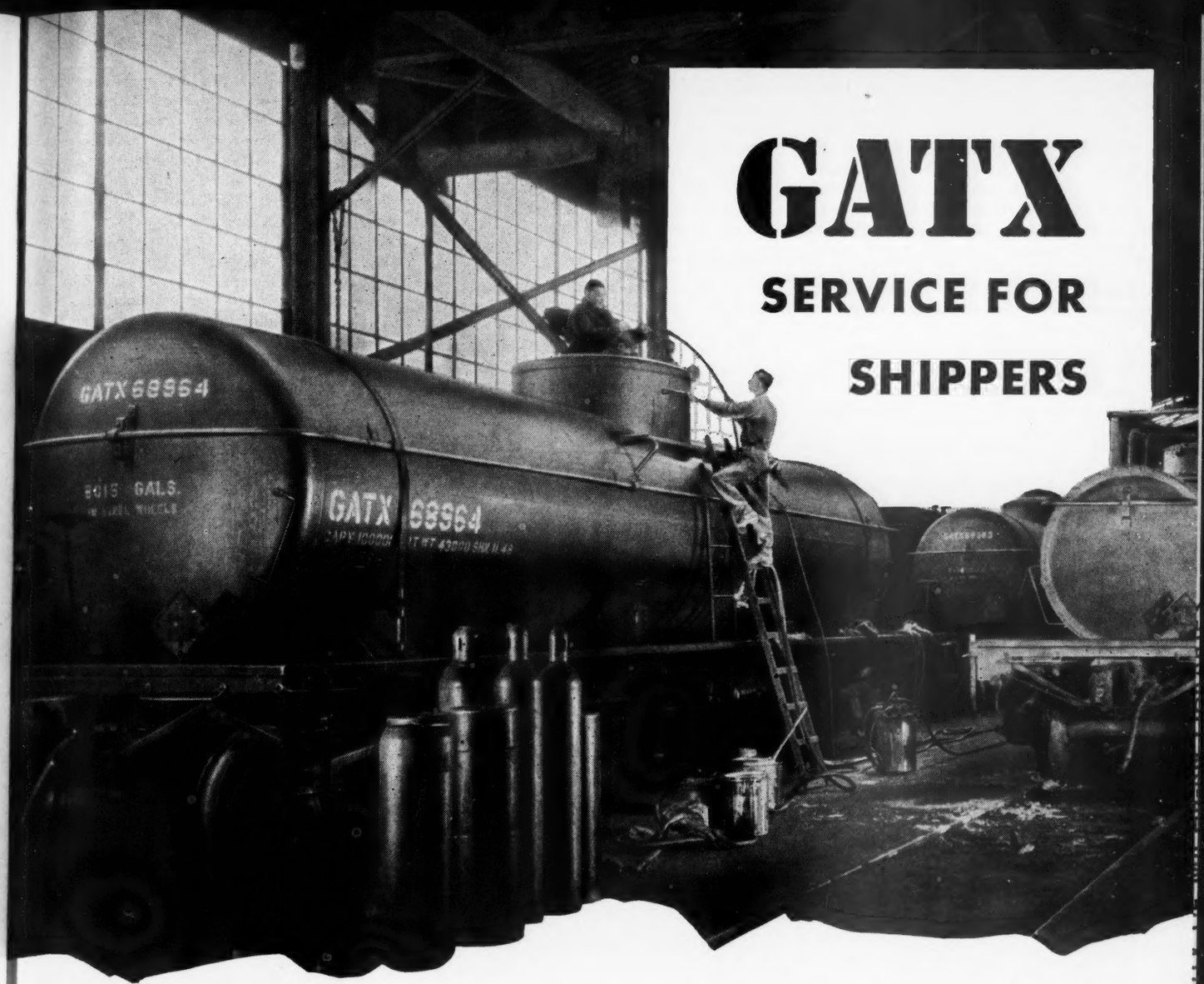

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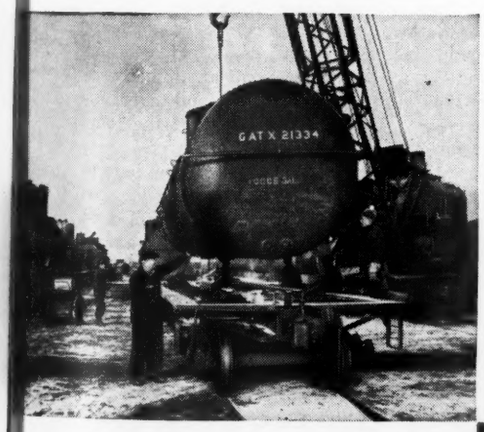

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9.1 per cent below the comparable 1948 figure while operating expenses dropped only 5.1 per cent. As compared with the 1941 period, the 1949 period's gross, at $6,507.8 million, was up $2,615.3 million or 67.2 per cent but operating expenses were up $2,638.8 million or 100.9 per cent, i.e., from $2,614.5 million to $5,253.3 million.

The bureau calculated that the combined operating expenses, taxes, and equipment and joint facility rents totaled $6,014.7 million in the 1949 period as compared with $6,418.8 million in 1948 and $3,136.6 million in 1941. The resulting net railway operating income was $493.1 million in the 1949 period, which was 33.6 per cent below the 1948 figure of $742.7 million and 34.8 per cent under the 1941 figure of $755.9 million. The range of territorial decreases in net railway operating income, 1949 compared with 1941, was from 22.7 per cent in the Western district to 48.5 per cent in the Eastern district.

Smaller Working Capital

The Class I roads' net corporate working capital as of August 31 was compared with that of a year earlier in another of the "Comment's" articles. These figures showed that the "quick assets" (cash and temporary cash investments) declined during the 12 months from $1,981.8 million to $1,612.3 million or 18.6 per cent. This net decrease of about $369.5 million for Class I roads as a whole was the composite of an increase of $7.6 million in the Pocahontas region and decreases of $139.9 million in the Eastern district, $55 million in the Southern region, and $182.2 million in the Western district. As of last August 31, the "quick assets" of the Class I roads were sufficient to cover only 85 per cent of their total current liabilities. The corresponding percentage a year earlier was 93.3. The Southern region's 107 was the only territorial ratio above 100 as of August 31, 1949.

The figures also showed that the Class I roads' net corporate working capital (total current assets less total current liabilities) dropped 18.8 per cent during the 12 months—from $1,610.6 million to $1,307.2 million. Excluding materials and supplies, however, the drop was 37.3 per cent—from $785.9 million to $492.7 million.

Another article discussed the age of freight cars on the basis of data published by the American Railway Car Institute. The bureau's discussion of the figures noted that, during the 10-year period from January 1, 1939, to January 1, 1949, there was an increase of "only 4.9 per cent" in the total number of freight cars owned by Class I roads. The January 1, 1949, total was 1,762,239 cars, of which 944,650 were over 20 years old. The latter figure included 338,204 cars over 30 years old, 272,866 between 25 and 30 years old, and 33,580 from 21 to 25 years old. The number 1 to 5 years old on January 1, 1949, was 267,410.

"Somewhat curiously," as the bureau put it, "the figures indicate that the proportion of freight cars has substantially increased in both the lowest and highest age groups. Thus the proportion of cars 1 to 5 years old increased from 9.15 to 15.17 per cent and those from 1 to 10 years old from 17.4 per cent to 28.84 per cent. On January 1, 1949, the proportion of cars 15 years old or less was practically the same as on January 1, 1939. On the other hand, cars over 25 years old increased from 25.23 per cent in 1939 to 34.68 per cent on January 1, 1949. Cars 21 years old and over increased from 45.6 per cent of the total to 53.61 per cent."

In presenting the figures, the bureau said that the method of grouping by ages "is subject to qualification by reason of the fact that some of these freight-carrying cars have been rebuilt at some time after their original construction." It added, however, that the commission's Bureau of Valuation had estimated that rebuilt cars do not now comprise more than 10 per cent of the total. It was also noted that the comparisons take no account of changes, during the 10-year period, in the assignment of railroads to Class I.

Intrastate Traffic

The traffic moving at intrastate rates was indicated in another article by tabulations made from the commission's 1 per cent waybill sample of carload

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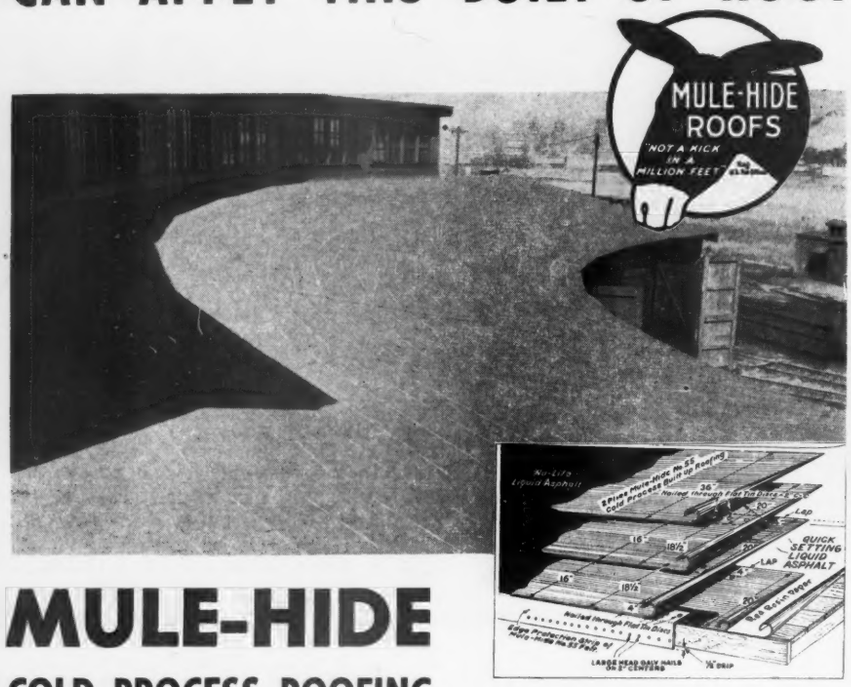

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freight terminated by Class I roads in 1947. The tabulations showed that 27.4 per cent of the total carloads and 29.9 per cent of the total tons terminated in 1947 moved on intrastate rates. The data indicated further that this traffic accounted for 11.7 per cent of the freight revenue from all 1947 carload traffic and 8.8 per cent and 7.2 per cent of the respective short-line ton-miles and car-miles of all traffic.

Of the five commodity groups, Animals and Products showed the lowest intrastate proportions of total cars and total tons terminated (14.1 and 13.6 per cent, respectively), and Products of Forests the highest (39.9 and 41.9 per cent, respectively). Animals and Products also showed the lowest intrastate proportion of revenues (4.5 per cent), while the highest proportion was the 18.4 per cent shown for the Products of Mines group.

The average short-line haul per ton for all carload intrastate traffic was shown at 100 mi., as compared with 443 mi. for interstate traffic. "This wide difference," the bureau noted, "is reflected in revenues per short-line ton-mile and short-line car-mile on intrastate traffic of 1.674 cents and 68.83 cents as compared with 1.222 cents and 40.36 cents on interstate-rate traffic. Here also the averages for the five individual commodity groups depart widely from the overall averages. Animals and Products show the longest hauls, 155 short-line mi. at intrastate rates and 795 for interstate rates; Products of Mines the shortest with only 91 mi. at intrastate rates and 298 mi. at interstate rates. For all groups combined, the average revenue per ton at intrastate rates of $1.68 is less than one-third the revenue per ton ($5.41) at interstate rates."

Lore of Railroading Adds to Industry's Problems—Deegan

The lore of railroading—the thrill of hearing a steam whistle in the night on thousands of branch lines—has so deep a hold on the imagination of the American people that it is making it more difficult for the railroads to reach a basis of economic stability, Thomas J. Deegan, Jr., vice-president of the Chesapeake & Ohio, said in New York on November 14. Railroads lost $560,000,000 on passenger traffic last year, Mr. Deegan told a luncheon meeting of the Advertising Post of the American Legion. One way to cut that loss, he said, is to eliminate unnecessary, unprofitable passenger trains. However, when the railroads petition state public service commissions for permission to take off these trains, on many of which passengers are outnumbered by crew, local sentiment rallies around the "iron horse." Railroadmen appreciate this loyalty, Mr. Deegan said, but they would appreciate more understanding of their problems.

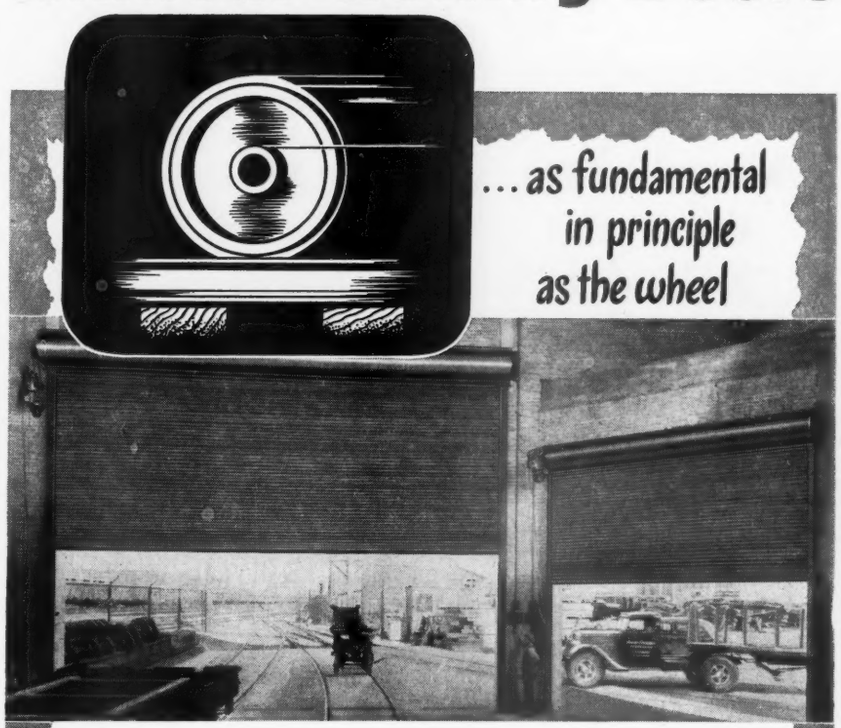
"At recent hearings in West Virginia and Ohio, and it happens elsewhere all the time," he added, "old-timers who admitted they hadn't ridden the local branch-line train since they were young men, about the time of World War I, got up to protest. They said they had heard that whistle coming up the valley every morning of their lives and wanted to hear it until they died, whether the railroad lost money or not. Also, they didn't want to forego the daily drama of old No. 52 clanking into the local depot to discharge three bags of mail and no passengers."

Times have changed in travel patterns, and the revenue from profitable trains is dragged down by the burden of this archaic system of branch lines, Mr. Deegan said. Rural and mountain communities off the railroad main-line are no longer solely dependent on the railroad. At one hearing, he continued, a state commissioner asked a showing of hands of those in the audience who had come to the meeting on the very train they were there to defend as indispensable. No hands went up.

In general, Mr. Deegan said, state commissions have been fair and progressive in their recognition of evolutionary factors and the railroads' need for sufficient profit to make them economically sound.

"When we think about railroad competition with private automobiles, we bump into possibly the silliest, if not the biggest, legislative inequity," the C. & O. executive went on. "All public carriers must add to their fares the 15 per

Kinnear Rolling Doors



Like the smooth, rolling action of the wheel, the coiling upward action of Kinnear Rolling Doors involves a basis principle of highest operating efficiency. You can change the wheel's "face" in hundreds of ways, but you can't find a better way to do its job. By the same token, the basic advantages of Kinnear Rolling Doors give you the best answer to door needs. Kinnear's rugged curtain of interlocking metal slats opens straight upward. It coils compactly out of the way above the opening. Floor, wall and even ceiling space remain fully usable at all times. It clears the opening from jamb to jamb, and from floor to lintel, completely out of traffic's way. When open, it is safe from damage by wind or vehicles. When closed, it presents an all-metal barrier that assures extra protection against storms, intruders, or fire.

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cent tax on passenger travel originally dreamed up as a wartime measure to keep people at home. In how many cases, we wonder, does that extra 15 per cent of cost make the difference between driving and taking the train, or perhaps settling for a local vacation. The railroad story is a complicated one and hard to tell. Of this whole story the passenger part is the most complex. To reduce it to simple terms, however, let us think of the passenger business as we would any other simple business selling service. The three guiding principles are how much of this service can we sell, how much can we get for it, and how much will it cost us to provide the service.

"If we find that the cost of providing the service is greater than the total amount of what we get for as much as we can sell, then we do not go into that business. Now if we find that we are in that business on such an inequitable arrangement—which happens to be the case in the railroad industry—there are only two possible courses to take: (1) that we increase our volume, or (2) that we reduce the cost of providing the service. A third method frequently applied is to increase the price, but at what point in the railroad passenger business . . . does the matter of pricing run into the open switch of diminishing returns?"

Another way in which the railroads can surmount their passenger deficits, besides cutting out unprofitable trains and building up passenger service touching a sound potential market, is through technological progress, he said. Offering great hope in this area are "Train X," a revolutionary design in lower-cost passenger equipment, and the gas-turbine locomotive, a coal-burning locomotive which is expected to be more efficient than present steam and Diesel locomotives.

U. S. Travel Division Discontinued

The United States Travel Division, a section of the National Park Service, Department of the Interior, is being closed because Congress did not provide funds for it to continue during the current fiscal year. All publications of the division, including the monthly, Travel USA, are also being discontinued.

P.R.R. Announces Special Trains for Army-Navy Game

The Pennsylvania will operate approximately 40 special trains to and from the Army-Navy football game in Philadelphia, Pa., on November 26. It has been estimated that the 515 cars required for this special movement—which will be hauled by 56 locomotives—will carry about 30,000 passengers, or almost one-third of the 100,000 spectators expected to witness the game. Headquarters for the operation will be in the Philadelphia office of H. L. Nancarrow, general manager, Eastern region, of the P.R.R. Special telephone lines will keep Mr. Nancarrow, J. W. Leonard, superin-

tendent passenger transportation, F. M. Ware, general passenger agent, and other operating and traffic officials in communication with movement directors and railroad towers controlling all trains between New York, Washington, D. C., and Philadelphia.

The New York, New Haven & Hartford on November 9 offered for sale in New York, Boston, Mass., and Providence, R. I., for the first time, 500 reserved seat tickets for the Harvard-Yale game in New Haven, Conn., on November 19.

Freight Car Loadings

Car loadings for the week ended November 12 were not available at the time this issue of *Railway Age* went to press.

Loadings of revenue freight for the week ended November 5 totaled 578,981 cars, and the summary for that week as compiled by the Car Service Division, Association of American Railroads, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, November 5

District	1949	1948	1947
Eastern	107,349	150,858	165,673
Allegheny	87,718	171,804	187,565
Pocahontas	18,682	58,088	72,809
Southern	98,925	130,910	136,420
Northwestern	78,797	126,267	128,212
Central Western	126,798	136,368	147,669
Southwestern	60,712	69,291	71,822
Total Western Districts	266,307	331,926	347,703
Total All Roads	578,981	843,586	910,170
Commodities:			
Grain and grain products	55,871	52,317	49,556
Livestock	16,105	16,390	20,164
Coal	53,411	149,215	191,485
Coke	3,862	14,918	15,054
Forest products	39,992	44,651	45,475
Ore	7,423	61,690	55,868
Merchandise l.c.l.	89,144	107,746	121,437
Miscellaneous	313,173	396,659	411,131
November 5	578,981	843,586	910,170
October 29	591,317	930,973	940,746
October 22	589,088	926,976	954,627
October 15	583,913	912,957	954,149
October 8	574,228	891,651	956,862
Cumulative total 44 weeks	30,728,983	36,731,178	38,077,253

In Canada.—Carloadings for the week ended November 5 totaled 83,638 cars, compared with 87,944 cars for the previous week and 86,332 cars for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
November 5, 1949	83,638	32,739
November 6, 1948	86,332	37,467
Cumulative totals for Canada:		
November 5, 1949	3,323,782	1,360,516
November 6, 1948	3,439,133	1,525,195

M. & St. L. Traffic Men Take Inspection Tour

One hundred traffic officers and freight representatives of the Minneapolis & St. Louis, from its offices throughout the country, assembled in Minneapolis, Minn., on November 14 for a four-day inspection trip over the road, which was followed by a conference on traffic sales plans and problems. Hosts to the traffic men were L. C. Sprague, president of the M. & St. L., and A. C. Leake, vice-president, traffic, who supervised ar-

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for speed . . . maneuverability . . . ruggedness

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One of the gruelling tasks is to transport and store 2400-lb. pallet loads on an inclined floor. The floor is rough board surface at an 8° angle. Towmotor is the only truck with enough power to handle full loads rapidly over this area!

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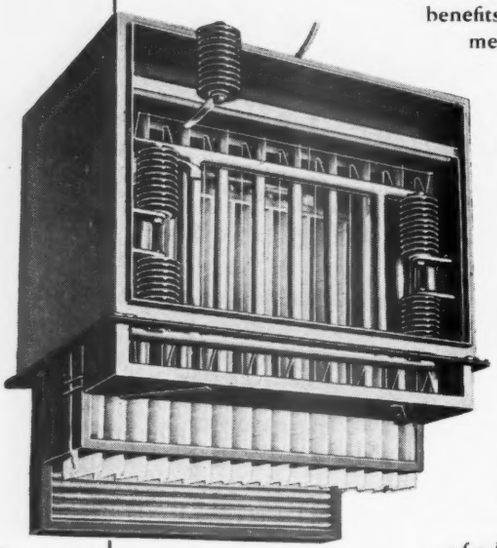
And it's equally good business to base this check-up on the advantages of the AAF Electro-Airmat. This modern filter combines the benefits of electronic precipitation and mechanical filtration in a single unit—uses AAF's exclusive Airmat* paper for positive removal of dust, lint and tobacco smoke from the air. It is designed and built especially for railroad passenger car service and incorporates the following features—



● *Cleaning effectiveness 10 times greater than ordinary mechanical filters.* ● *Average cleaning efficiency 90% in removal of dust, dirt, lint and smoke based upon The Bureau of Standards Discoloration Tests.* ● *Simple to maintain—no cleaning, re-oiling and handling of collector plates. Airmat paper is disposable and quickly installed for new filter performance.* ● *In case of power failure, Electro-Airmat functions as an effective dry-type filter.* ● *Less weight—space required in direction of airflow is ⅓ less than the usual plate-type unit.*

*Airmat is the trade-mark (Reg. U. S. Pat. Off.) of the American Air Filter Company, Inc., for various air filters, dust collectors, and filtering media.

The AAF Electro-Airmat is available in 3 styles for side, front or bottom removal of ionizer, collector element and odor filter. Complete construction and installation details are contained in Bulletin No. 254. Ask your local AAF representative for a copy or write direct to—

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rangements for the trip and presided over the conference. On the inspection tour, J. W. Devins, vice-president and general manager, discussed improvements to M. & St. L. properties made during the past 10 years at a cost of some $35,000,000.

Western Roads' Rate Pact Becomes Effective Dec. 15

The rate-procedures agreement entered by western railroads under provisions of the Interstate Commerce Act's section 5a, which was added last year by the Reed-Bulwinkle Act, will become effective December 15. The Interstate Commerce Commission so stipulated in a November 7 order which noted that the parties had amended the agreement to embody in it the changes called for by conditions included by the commission in its recent decision approving the pact. That decision, noted in the *Railway Age* of October 8, page 68, was the commission's first determination with respect to a Bulwinkle-Act proposal.

Parties to the western agreement are 112 western roads and the Pullman Company. They are the members of the Western Traffic Association, the central organization of the set-up established by the agreement. As the commission's October 8 report pointed out, the agreement "continues in form and substance the organizations and procedures as they presently exist" in western territory; or, as the application for commission approval had put it, the various rate organizations and procedures involved are "substantially the same" as those employed by the applicant roads "for many years."

The amendments made as a result of the conditions imposed by the commission were relatively minor. They eliminated provisions which would have authorized chairmen of regional freight bureaus to institute appeals from actions of the bureaus' executive committees; and added provisions requiring that notice be given of intention to permit the expiration of rates bearing expiration dates, if such rates have been in effect 15 months or longer. The commission's present order was issued after it had received from the western roads a statement of compliance with the conditions (see *Railway Age* of October 22, page 60).

SUPPLY TRADE

William J. Grant, formerly sales representative for the Brake Shoe & Castings and Southern Wheel divisions of the **American Brake Shoe Company,** has been appointed manager of Southern sales for the National Bearing division, with headquarters at Richmond, Va.

The **Hyster Company,** Portland, Ore., has appointed **William H. Kilkenny,** formerly west coast materials handling en-

gineer, as general manager of its southern California retail store, 5301 Pacific building, Huntington Park. The company also has announced the opening of a new industrial truck retail sales and service building at 4445 Third street, San Francisco 24, Cal.

The **Permanente Metals Corporation** has changed its corporate name to **Kaiser Aluminum & Chemical Corp.**, in order to achieve a closer identification with its principal products—Kaiser aluminum and chemicals. Also, the corporation's wholly-owned sales subsidiary, **Permanente Products Company**, has been renamed **Kaiser Aluminum & Chemical Sales, Inc.**

Harry C. Platt, formerly works manager, has been appointed vice-president of the Engineered Castings division of the **American Brake Shoe Company**, and **William H. Starbuck**, formerly assistant general sales manager, has been appointed vice-president of the Kellogg division.

The Champion Brake division of the **Orme Company** of Chicago has appointed the **National Brake Company**, New York, as its exclusive sales representative for the sale of Champion-Micro-Matic brakes in the United States, Canada and Mexico. The Champion-Micro-Matic hand brake will be marketed as the Champion-Peacock-Micro-Matic brake.

Harold C. Youngs has been appointed executive assistant to the manager of the Railroad Materials department, **Georgia-Pacific Plywood & Lumber Co.**, with headquarters in the company's general office at Augusta, Ga.

CONSTRUCTION

Work Progressing on Publicly Owned Terminal at New Orleans

Preliminary construction work is now under way at New Orleans in connection with the city-owned $18,000,000 new union passenger terminal, which is scheduled for completion in 1954. Temporary tracks, platforms and canopies are being constructed for use by the railroads until the new terminal is completed, and work is slated to begin in January, 1950, on a new express building and Diesel shop. Erection of the station proper is expected to begin early in 1951.

The station project is being financed through a $15,000,000 bond issue of the city, paid for by the railroads in the form of rental for use of the station, with the balance of the money being put up in cash by the carriers. The city recently acquired the site for the new facility from the Illinois Central for $2,072,805, including the present I.C. station, five large parcels of land, the I.C. roundhouse and other facilities.

DeLesseps S. Morrison, mayor of New

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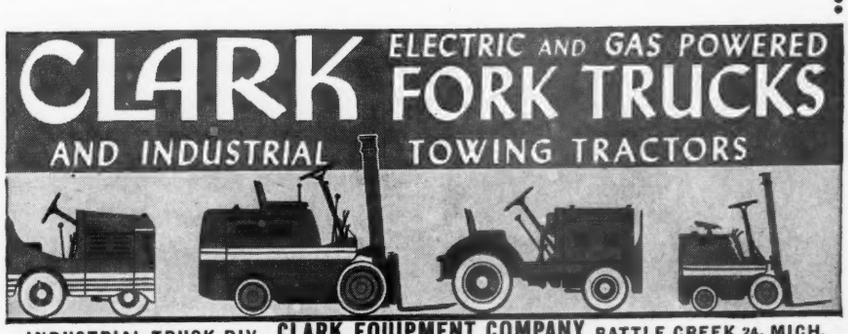

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Erie Railroad

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Orleans, declared that "we are entirely in the clear on the station with nothing in the way. There are no pending lawsuits, the construction fund is in the bank, and it's simply a matter of engineering and construction from now on."

To Begin Work on "Q" Cut-off Between Chicago-Kansas City

Work is expected to begin shortly on the Chicago, Burlington & Quincy's new 42.5-mi. centennial cut-off between Missouri City, Mo., and Tina, the completion of which will shorten by 23 mi. the railroad's mainline between Chicago and Kansas City, Mo. (see *Railway Age* of February 5, page 119). Bids for grading of the new line are due December 10, and the contract will be awarded on or before December 31.

The railroad has announced that contracts for bridges will be awarded later. Spans to be erected are a 600-ft., a 430-ft., 420-ft., 300-ft., 225-ft., and two 200-ft. structures. Numerous shorter spans, separations and culverts are to be constructed.

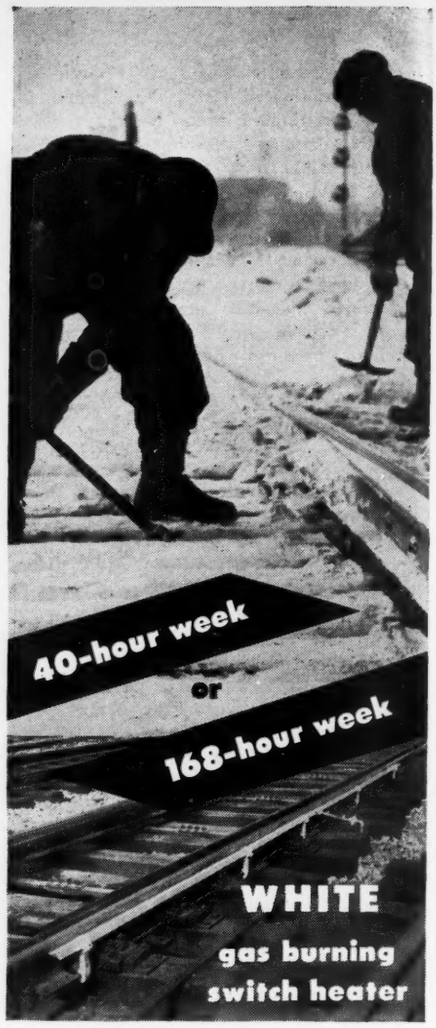
The Burlington's new route will use Wabash tracks for 16 mi. between Birmingham and Missouri City; the new construction between Missouri City and Tina; C. B. & Q. Carrollton branch for 22 mi. between Tina and Forker, and a new 5-mi. cut-off to be built between Forker and a point three mi. west of Brookfield. The resulting 86-mi. route between Birmingham and Brookfield will not only be shorter, but faster, than the present line via Cameron Junction.

ABANDONMENTS

Chicago & North Western.—Examiner Robert Romero has recommended in a proposed report that Division 4 of the Interstate Commerce Commission now authorize this road to abandon 68.22 mi. of branch line, abandonment of which was disapproved by the division in a December 3, 1945, report. The line involved is the major part of a branch from near Lyons, Ia., to Anamosa, located in Clinton, Jackson and Jones counties, Ia.

As a result of denial of the original application in 1945, the C.&N.W. spent $74,000 in rehabilitating the line, much of which had been damaged by flood waters in 1944. Division 4, in its 1945 report, expressed the view that this expenditure "would not be improvident, in the light of the possibility of increased traffic . . . and the urgent present need for rail service in the territory."

In the present proposed report, Examiner Romero now finds that "operation of the line has been conducted at substantial losses," and "losses incurred in 1947 and 1948 are far in excess of losses prior to the washout." He said also that "rail traffic available or in prospect



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is insufficient to warrant continued operation of the line."

The area served by the branch line includes 15 towns in an agricultural and livestock-feedout region of approximately 20,000 population. However, Examiner Romero noted that "at least one or more motor common carriers operating over regular routes, and numerous motor carriers over irregular routes, are authorized to serve each point on the line."

EQUIPMENT AND SUPPLIES

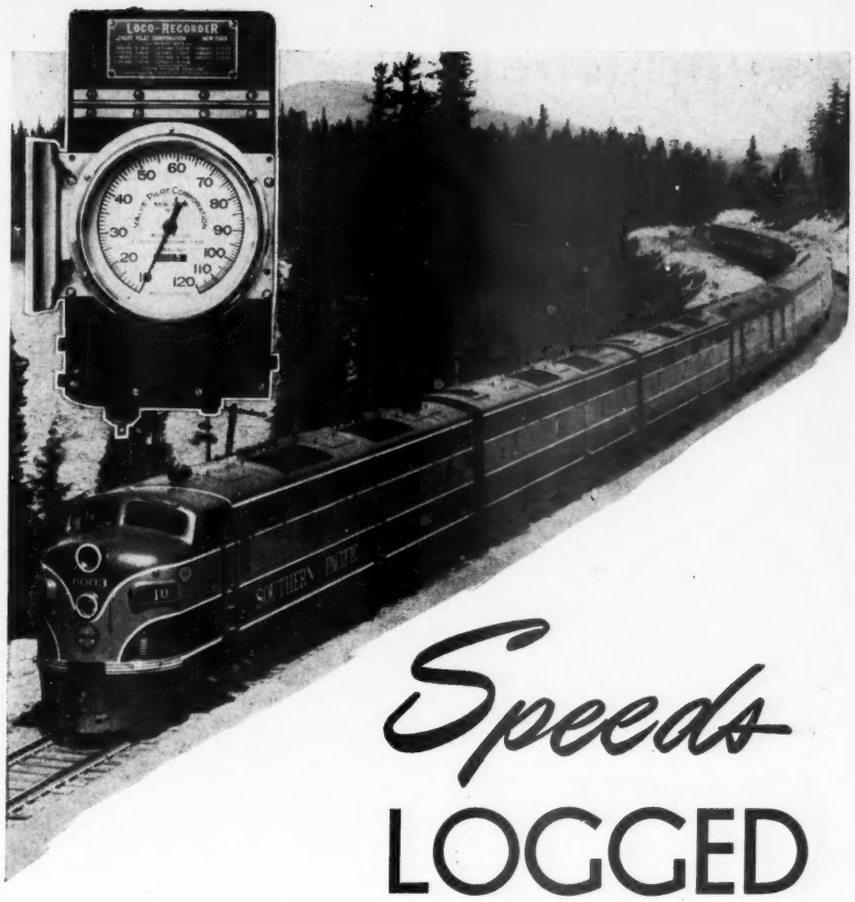
SIGNALING

The **St. Louis-San Francisco** has placed an order with the Union Switch & Signal Co. for necessary material to install centralized traffic control on 16.8 mi. of single track between Madill, Okla., and Lakeside. The control machine will be located at Madill. Material includes signals, code equipment, relays, rectifiers, switch locks and switch circuit controllers. Construction will be done by railroad forces.

FINANCIAL

New York, Chicago & St. Louis.—*Lease of W.&L.E.*—The Interstate Commerce Commission has issued a report on reconsideration in Finance Docket No. 16308, the proceeding wherein the prior report by the commission's Division 4 approved this road's plan to lease the properties of the Wheeling & Lake Erie (see *Railway Age* of July 30, page 64). The report on reconsideration granted a petition filed by the Pennroad Corporation and other minority holders of Wheeling stock (which petition was not opposed by the Nickel Plate) for clarification of that provision of Division 4's report which will require the Nickel Plate to set aside funds each year for purchase of minority holdings of Wheeling stock. At the same time, the commission denied another petition wherein the Akron, Canton & Youngstown sought to have the commission impose upon the Nickel Plate various specific conditions to insure that existing routes and rates via the Wheeling would be kept open. The division had also refused to impose the specific conditions sought by the Youngstown, but it did impose a general condition which will require the Nickel Plate, "so far as within its power," to maintain and keep open all existing rates, routes, and channels of trade. That determination is now affirmed by the commission.

The purchase-fund arrangements required by Division 4's report include



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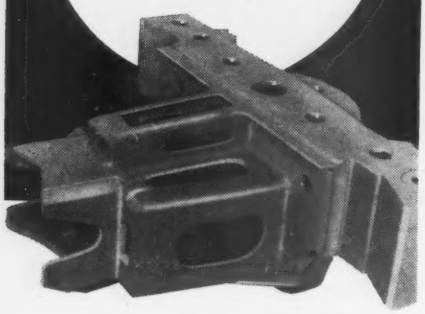

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provisions stipulating that, after all Wheeling stock offered at the bid price has been acquired, the Nickel Plate may use money remaining in the fund to purchase "any of its outstanding obligations." These provisions are among those clarified by the commission which added language stipulating that the Nickel Plate obligations involved "shall not include obligations properly classified as current liabilities or obligations under equipment-trust or conditional-sale agreements." The report also made a second clarification which added to the division's statement of the fund provisions an additional sentence reading as follows: "Payments into the purchase fund shall not constitute a credit against any sinking-fund payments which the Nickel Plate may be required to make under any mortgage or other indenture now in effect or hereafter executed, nor shall any obligations acquired through the purchase fund be used as a credit against any such sinking-fund requirements."

When Division 4's report was issued, the Pennroad group, which includes the Taplin interests, owned 75,168 shares of Wheeling common, or "80 per cent of all that carrier's common stock not owned by the Nickel Plate or its subsidiaries," the commission's present report said. "However, on August 31, 1949," it added, "counsel for the Pennroad group advised us by letter that the Pennroad Corporation and the Taplin interests, which together owned 70,716 of the shares represented in the Pennroad group had contracted to sell all or substantially all of the shares held by them. Counsel later advised that irrespective of this sale of stock the clarification of the report of Division 4 . . . is still desired in the public interest and in the interest of the holders of the Wheeling stock."

RAILWAY OFFICERS

OPERATING

N. Russell Johnson has been appointed superintendent of the New Jersey-Reading division of the Railway Express Agency, with headquarters at Newark, N. J., to succeed **Roy L. Kinsman,** who has retired after more than 46 years in the express business. Mr. Johnson, who has been on the staff of R.E.A. President A. L. Hammell at the company's main offices in New York, is succeeded in turn by **Robert A. Miller,** who was formerly on the staff of Walter Reese, R.E.A. vice-president at Chicago.

A native of Bradford, Pa., Mr. Kinsman began his career in the express business at Olean, N. Y., on October 28, 1903, with the Adams Express Com-

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pany, one of the R.E.A.'s predecessors. He rose to the position of superintendent of the Susquehanna division at Scranton, Pa., on October 1, 1940, and less than a year later was transferred to Buffalo, N. Y., to head the Buffalo-Erie division. He has been superintendent of the New Jersey-Reading division at Newark since November 1, 1945.

Mr. Johnson was born at Chillicothe, Mo., where he entered express service as a driver in 1914. He was agent at Hannibal, Mo., Moberly and Chillicothe from 1927 to 1932, subsequently advancing to other supervisory positions, including that of district manager of public relations at St. Louis, Mo., in 1942. Six months later he was appointed to the staff of the vice-president and general manager in that city, remaining in that position until he was transferred to New York on March 1 this year.

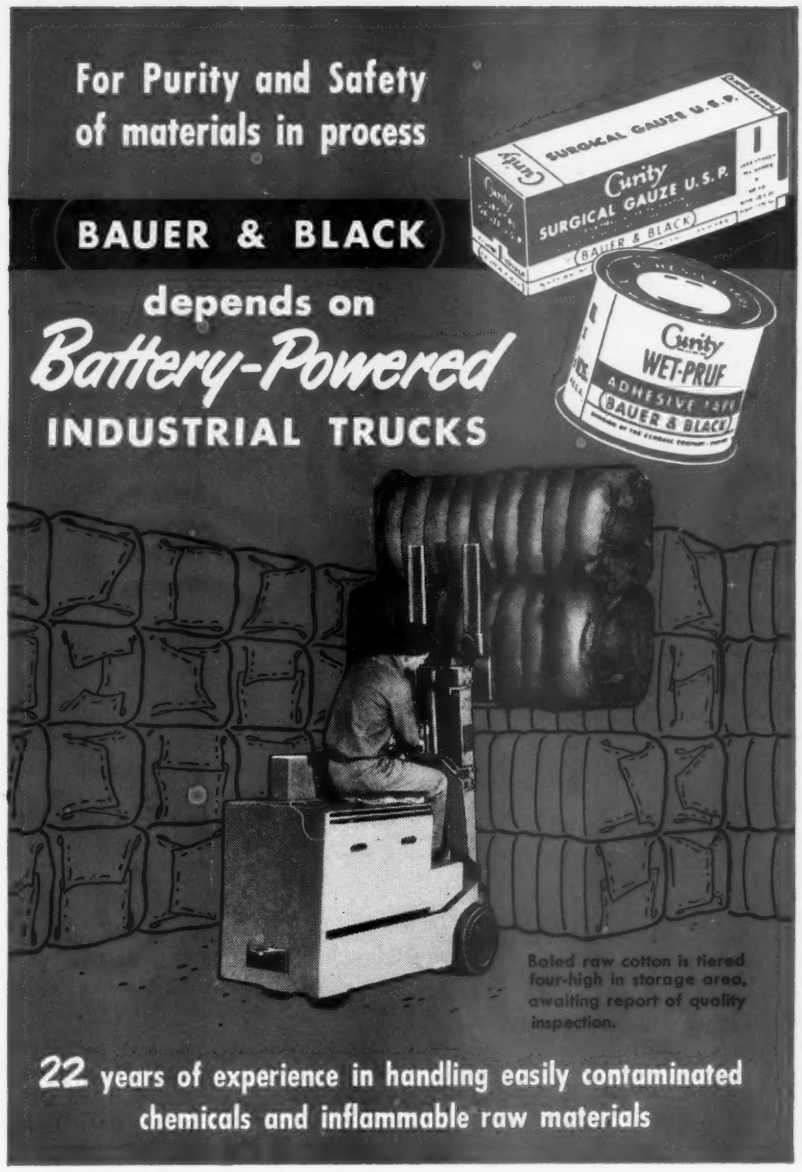
J. F. Plunkett, superintendent of the Chicago & Western Indiana, with headquarters at Chicago, has retired after 49 years of service with that road. He is succeeded by **Michael Swislow,** assistant superintendent at that point, whose former position has been abolished. Born at Pleasant Plains, Ill., Mr. Plunkett entered service with the C. & W. I. in June, 1900, as a laborer in the bridge and building department, and subsequently served as freight handler at the Englewood (Ill.) station. After holding various clerical positions from 1902 to 1929, he was appointed special assistant on the staff of the president, being made chief clerk to the general superintendent in 1931. Four years later Mr. Plunkett became assistant trainmaster and in March, 1944, he was promoted to superintendent, the post he held at the time of his retirement.

A. F. Judd, who has been on leave of absence from the Missouri Pacific's Gulf Coast Lines, has resumed duty as superintendent at Kingsville, Tex. **G. M. Holzmann,** acting superintendent at Kingsville since July, has returned to his former post as assistant superintendent at DeQuincy, La., succeeding **L. M. Elledge,** who in turn has resumed the position of trainmaster for the International-Great Northern at San Antonio, Tex.

W. M. Russell, assistant superintendent, Manitoba district, Canadian Pacific, with headquarters at Brandon, Man., has been appointed superintendent, Winnipeg Terminal division, with headquarters at Winnipeg, Man. He succeeds **M. J. Barry,** granted a leave of absence on account of illness.

TRAFFIC

The headquarters of **John C. Ostrom,** passenger traffic manager of the Chesapeake & Ohio, have been moved from Richmond, Va., to the Kass building, 711 Fourteenth street, N. W., Washington, D. C. Others who will move from Richmond to Washington are **Curtis L. Dozier** and **William E. Turner,** assistants to the passenger traffic manager, and the staff



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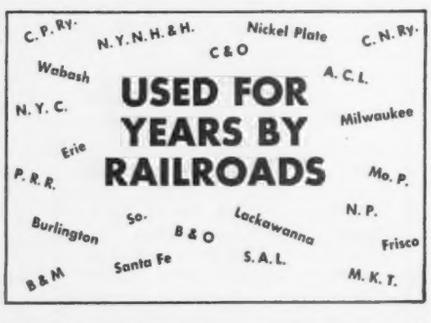

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of the bureau of conventions and tours, consisting of **J. G. Metz**, manager; **J. M. Hamrick**, assistant manager; **R. L. Gentry**, assistant to the manager, and **R. R. King**, educational field representative. **Thomas J. Deegan**, vice-president-public relations, in charge of passenger traffic of the C. & O., with headquarters at Cleveland, will also maintain an office in the Kass building at Washington, as will **Stuart Cameron**, assistant to Mr. Deegan, whose office has been at 1018 Ring building, Washington. **H. T. Askew**, general passenger agent; **C. W. Haynes**, general passenger agent, and **J. W. Paul**, manager of mail, baggage and express traffic, will remain at Richmond.

B. E. Gregory has been appointed general agent, passenger department, Denver & Rio Grande Western, with headquarters at Denver, Colo., succeeding **H. M. Cox**, assigned to other duties.

E. R. Hutton has been appointed assistant general passenger agent of the New York Central System, with headquarters at Chicago.

Ernest E. Loudermilk, district freight agent of the Southern, has been promoted to assistant general freight agent, with headquarters as before at Jacksonville, Fla., succeeding **James W. Lee**, whose appointment as assistant freight traffic manager at Raleigh, N. C., was reported in the *Railway Age* of November 12. **Turnbull Bernard**, commercial agent at Jacksonville, succeeds Mr. Loudermilk as district freight agent there. **William H. Haggarty**, commercial agent at Detroit, Mich., has been promoted to district freight agent, with the same headquarters.

J. A. Ormondy, general passenger agent, Northern district, Southern Pacific, with headquarters at Portland, Ore., will retire on December 1. He is to be succeeded by **James H. Pruett, Jr.**, now special assistant to vice-president in charge of system passenger traffic at San Francisco, Cal. **B. S. Quayle**, supervisor of train service, will replace Mr. Pruett, and will be succeeded in turn by **Walter H. Anderson**.

Fred C. Campbell, general western freight agent of the Wheeling & Lake Erie and the Lorain & West Virginia, at Chicago, has retired after more than 25 years of service.

ENGINEERING & SIGNALING

As a result of the November 1 consolidation of various operating divisions of the Pennsylvania, **J. P. Zearley**, division engineer of the former Cleveland division, has been transferred to the Indianapolis division, at Indianapolis, Ind., while **W. A. Trimble**, division engineer of the former Erie & Ashtabula division, has been appointed assistant division engineer of the new Lake division (comprising the old Cleveland and E.&A. divisions), with headquarters at Cleveland. Mr. Zearley replaces **W. N.**

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Myers, who has been appointed assistant division engineer of the Middle division, at Altoona, Pa., replacing **P. S. Settle. J. E. Vandling,** superintendent of the former Williamsport division, has been appointed division engineer of the new Susquehanna division, which includes, generally, the old Williamsport and Wilkes-Barre divisions, with headquarters remaining at Williamsport, Pa. **K. A. Werden,** division engineer of the Williamsport division, has been transferred to the Delmarva division, at Cape Charles, Va., while **C. F. Parvin,** division engineer of the former Wilkes-Barre division, has been appointed assistant division engineer of the Susquehanna division, at Williamsport. Mr. Werden replaces **G. R. Uitts,** who has been appointed assistant engineer on the Philadelphia Terminal division at Philadelphia, Pa. **J. W. Buford,** division engineer of the former Logansport division, who has been transferred to the Toledo division, at Toledo, Ohio, replaces **J. E. Chubb,** who has been appointed assistant division engineer of the Columbus division, a newly created position. **W. T. Hammond,** division engineer of the former Monongahela division, has been transferred to the Buffalo division at Buffalo, N. Y., replacing **R. H. Meintel,** who has been appointed assistant division engineer of the Pittsburgh division, also a newly created position. These changes are in addition to those reported in the *Railway Age* of November 5, page 76.

G. R. Doull, engineer of bridges of the Atlantic region of the Canadian National, has been promoted to principal assistant engineer of that region, with headquarters as before at Moncton, N. B. Mr. Doull succeeds **A. S. Gunn,** who retired on November 1. **J. C. King,** assistant engineer of bridges of the Central region, at Toronto, Ont., has been promoted to engineer of bridges at Moncton to replace Mr. Doull. **R. K. Delong,** roadmaster at Sydney, N. S., has been promoted to division engineer of the Moncton division, with headquarters at Moncton, succeeding **H. B. Titus,** who has been transferred to the Halifax division at Halifax, N. S., where he replaces **A. Scott,** who retired on October 1.

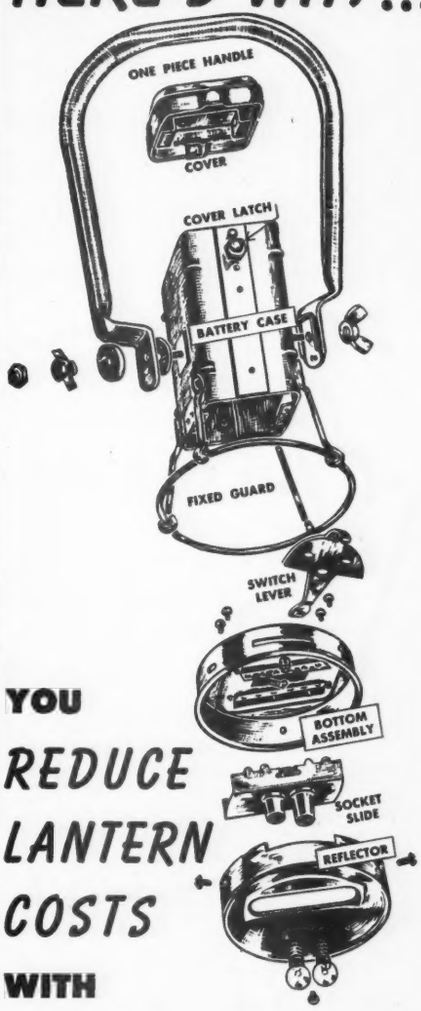
SPECIAL

Harry B. Spurrier, former Chicago and northern Illinois newspaperman, who has been in charge of the New York Central's public relations office at Cleveland, Ohio, for more than a year, has been appointed public relations representative for the road at Chicago. He succeeds **Frank Judd,** whose resignation was reported in the *Railway Age* of October 29.

OBITUARY

Walter P. Gardner, who retired on September 30 as trustee of the Central of New Jersey, coincident with that company's emergence from receivership, died on November 12 at his home in Short Hills, N. J. He was 80 years old.

HERE'S WHY...



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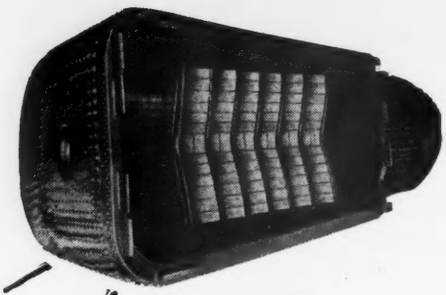

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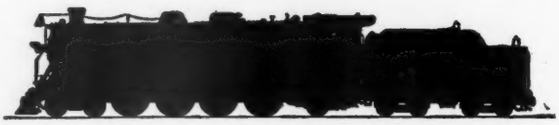

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